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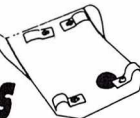
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TRAIL RIDER

MAGAZINE

On the cover: Scott Phelps charges past Michelec's pond at the Connecticut State hare scrambles. Love it or hate it, there's a little piece of property in Union, CT, that's just made for hare scrambles!

October 1994
Volume 24 Number 10

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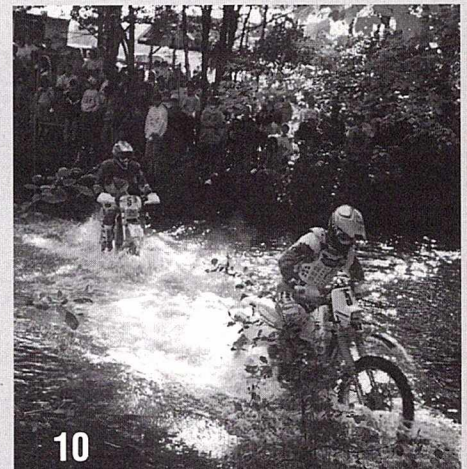
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Notice: The opinions expressed in Trail Rider are well-informed and insightful, and therefore can't possibly have come from the publisher or the staff. We just poke along here, trying to have fun and keep the east coast informed, and anyone who sees an ulterior motive or conspiracy here is sadly deluded. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

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LAST OVER



by Paul Clipper

Hard Lessons

Mark stopped and I pulled alongside, and I could hear him laughing as I slid to a halt.

"Are we going to be smart and get the hell out of here, or are we going to be macho and hang out and brag about how we're not scared?" he said.

"Hey, if you've got to go, go macho," I said, adding "This is fun, isn't it?"

He agreed, most emphatically. We don't get to ride together very often, and it had been so long since Mark had ridden (this isn't neighbor and fellow journalist Mark Uth, who rides at least once a week) that he was suffering badly to spin a few knobs. On top of that, he had been waiting almost patiently for one of the first KTM RXC's that would hit the northeast, which would be his first new motorcycle in six years (don't say "bike," since he had spent easily thousands on mountain bikes over the past six years). His waiting, and the lust for a new machine, had created a riding jones that couldn't be denied. You know the feeling; so strong that here we were, out muddying up a bike he'd already cleaned up to sell.

Since Mark owns a bicycle shop, we had to wait until he closed the shop at five to bug out. While he was putting in the hours I was playing tourist in Hartford, of all things, and then got back to the shop at 4:30, just enough time to put a new seat cover on his old KTM (in return for a new set of grips for my Kona, thank you very much).

The seat took a few minutes longer than I expected, since I'd forgotten that stretching a stock cover over an '88 KTM 350 seat base normally takes two strong men and a four-horsepower industrial electric stapler...and we had to make do with just me and Mark. Then, of course, there was the usual attack of "back door" customers and friends, as common in bicycle shops as they are in motorcycle shops, and we probably got out of there by six, if we were lucky.

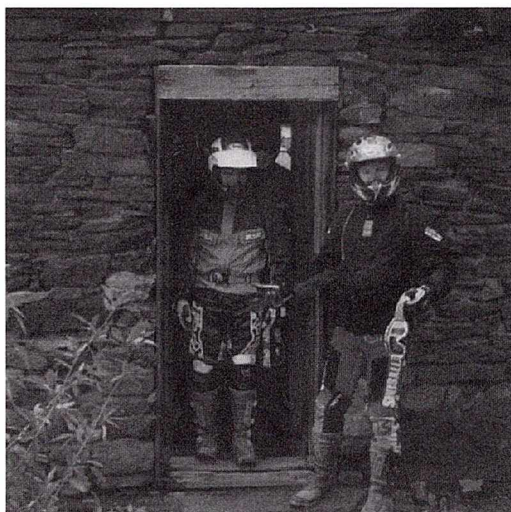
We drove the 20 minutes up the hill to the ranch, hoping along the way the thunderheads that had been building to the west of us hadn't really amounted to anything. They hadn't, thankfully. Cathy, Mark's wife reported that the woods got soaked down an hour ago, and that we were going to get muddy, but at least we weren't going to get rained on.

We had suited up and slammed out of there in record time, with Mark's 350 firing

on the first kick, as usual. That bike could—and does—sit for six months, a year or more, and have whole families of spiders living in the carburetor and a wasp's nest in the pipe, and it would still rip to life at the first prodding. I've seen it do it.

We zipped down the road and into the woods, and worked on smoothing out all the mountain bike ruts that had been growing around there. The woods were wet but primo, a little slippery on the rocks, and the logs and roots were surprisingly tricky. They were a little more tricky to Mark, with his lightswitch powerband and a rear tire that had seen better days. I was riding the YZWR test bike with the DeVol powervalve adjuster on it, so I just tuned on the knob until the powerband was perfect for conditions (if you trail ride a YZ, you really need to get one of these things).

Before long, we came upon a group of inner-city Boy Scouts camping out in the woods, so rather than have them think the forest was full of outlaw bikers, we stopped and talked to their leader, who



was at least a little terrorized. I don't think he'd ever even seen a dirt bike before. Where's he been? We left there as sedately as possible (on a YZ and a 350 KTM) and started chasing each other through the woods. Through the now-darkening woods.

Actually, they were darkening rather quickly, but at the time it didn't bother us. We had, after all, just come out of the thick trees onto a gas line, and out here the light was fine. Dim, but fine. The unfortunate thing is, when you're really having fun, you tend to forget the logical order of your actions. Such as: we came out of the woods to get here, so we were going to have to go back thorough the woods in order to get back.

This became clear shortly afterwards. Right about then I also thought about the shattered halogen H-4 bulb that I had taken out of the headlight of the YZ, victim

of a bad roosting. Mark's light was obviously for show also, as well as both of our taillights. Once we were through with the gas line we plunged back into the woods, which were now quite a bit over onto the "gloomy" side, since the clouds had blocked the sun for hours and the mist from the rain did its best to also clutter the view. We hacked along through this for a fair amount of time; all the while I was fairly amazed at how the light quality at that time of day doesn't linger at all. Actually, it gets dark amazingly fast once it gets started at it.

It was at this point that we stopped, took a breather, and joked about our situation. Hell, it was getting dark; nothing we could do about that. We were the ones without headlights, consequently we deserved to suffer. No sense rushing about it. We really weren't that far from Mark's house at all, not much more than three miles, as far as I could figure. How bad could it be?

Well, have you ever bowled by Braille? Maybe played a serious game of darts in the dark? We got going again, and it was far darker than I had remembered it.

Looking up, through the trees, I could see that the sky was almost a bright gray, but down here in the shade it had no effect. It was night, no doubt. Since he was running without lights, I couldn't see Mark at all, but I could hear his ratty old muffler and just see glimpses of white plastic when shreds of sky broke through the canopy. Worst of all, I could hear him if he hit anything particularly hard—did I mention it was rocky?—and not being able to judge location by noise very well, all I could do is brace for whatever it was and hope I missed it without tearing off a footpeg or breaking any toes. Every now and then his 350 would come on the pipe unexpectedly on the slimy rocks, and I'd hear him yell something either unintelligibly or unprintable, and I couldn't help but laugh.

It seemed like that last three miles took hours. Along the way there were logs to hit square or splat on, rock ditches to avoid, and a random sampling of large rocks that we'd be well-advised not to hit. We knew where we were; we knew the trail, but I'm not sure if that made it better or worse. Like, "If we're two miles from the house, isn't there a rock the size of a 19-inch color TV somewhere on the right edge of the trail...?" and then you move over to the left, hoping there isn't something over there that you forgot.

Did we live through it? Sure. Nothing else happened, we didn't even crash. We blindly picked our way out to the road, then roosted down to the house and gorged on pasta and then watched a rented movie before bed. The evening had about that much effect on us, aside from the fact that we both agreed on how much fun it was to ride. Will we go back out in the evening again, knowing our lights don't work? Oh, probably, if the spirit moves us. But I think I'll start packing a flashlight in my bum bag, just in case. □

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EASTERN NEWS



NEW SCRIBES NEEDED

Our former New England Editor, Mike Snyder, has gone on to bigger things, and as a result we have a need for a freelance writer to cover the NETRA scene. If you like to attend events and take pictures, and always wanted to try your hand at scribbling a quick story about the day, why not try it? We're especially interested in those of you who can scribble into a computer, but give us a call and we'll tell you all about it: (609)953-7805. Oh, and did we mention that we'll pay you for all this? You won't get wealthy, but you might make a few dollars and find a whole new joy in going to the races. Call today and let us know what you can do!

MUD SCRAMBLES

We went to the Hudson Valley Off Road Riders' hare scrambles at Arrowhead Ranch last month, full of great anticipation. After all, they were responsible for the excellent Festival Mountain hare scrambles

last year, and this was another new location. Well, Mother Nature shook her hair at us that week, and after maybe six inches of rain in two days HVORR was left with the most completely muddy course you have ever seen. Tommy Turtle won it, and we'll have photos and pictures of it next issue.

The Turtle also took the overall at the Connecticut State hare scrambles, on a dry, hot and sunny day the same month, and we'll be telling you about that next issue as well.

ECEA MID-YEAR POINTS



Mike Lafferty is leading in ECEA points.

The East Coast Enduro Association has released its mid-year points standings, up to and including the Canyon enduro. It shouldn't be a surprise to anyone who's competed down there that Michael Lafferty is leading the series with an extremely comfortable total of 169 points, while second is his brother Richard with 112 points. Who's on third? Jack Lafferty Jr., of course, with 110 points, who is

away from Dale Hiles Jr., who has 107 points in fourth. So far, it looks like a Lafferty sweep of the top three, although there will be a mean battle for second and third before the series is over!

TEAM WER ISDE

Drew Smith of Works Enduro Rider sent a press release the other day letting us know that WER has fielded a Manufacturer's Team along with Kevin Hines and CRE Imports. The team, officially named Team Works Enduro Rider/CRE Imports will consist of Drew Smith on a 125CRE, Kevin Hines on a 260CRE, and Chris Smith aboard a Honda CR125. Drew, as you may know, is a 15-time veteran of Six Days competition, with a slew of medals to his credit. Kevin is currently a few points out of the lead in the AMA National Enduro Championship and possessor of a few Six Days medals himself. Chris Smith is an ISDE gold medalist, and was a member of the winning Junior Trophy team in Czechoslovakia a few years back. It's hard to believe the Tulsa, Oklahoma, ISDE will be history by the time you read this, but look for this team to place high in the Manufacturer's standings.

DAM GOOD TURNOUT

Never say that the sport is dying in New England. June 26 saw the running of the

Dam Good Hare Scrambles in Thomaston Dam, Connecticut, and the final figure for entries at that event topped out at 460 riders. Those of you who have ridden there are probably wondering—as we are—where they managed to park all those people! Hare scrambles racing is alive and well in New England, as well as enduro riding and turkey runs. Come check it out!

C RIDER CHAMPIONSHIP

As reported earlier in the year, the Rhody Rovers motorcycle club is sponsoring a C Rider Championship this year, and the new possibility for an end-of-year trophy has spurred a new interest among C enduro riders in New England. After four runs (Monahan, Rhody, King Phillip, and New England Championship) Bruce Rocha Jr. is

1994 ECEA MID-YEAR POINTS STANDINGS

Teams			
1. Tri-County	256	1. Dan VanDriel	158
2. DER	186	2. Ed Baker	96
3. CJCR	177	3. Robert Hoover	96
4. CDR	49	4. Willie Battaglia	65
5. Meteor	40	5. M.J. Little	40
A 125		Women	
1. Donnie Simone	120	1. Lisa Lelli	72
2. Brian Smith	114	2. Kathi Cambell	60
3. John C. Smith	100	B 125	
4. Pat Emmons	73	1. Joe Travani	133
5. Bob Agonis	45	2. Ellis Tomlin	115
A 200		3. Randy German	113
1. Robert Mohn	132	4. Ed Mc Gall	77
2. M. Dean Spencer	95	5. Craig Copeland	71
3. Mark Marcin	91	B 200	
4. Steve Reed	85	1. Brian Russell	165
5. Robert Morris	82	2. Jim McCommon	106
A 250		3. Ron Lucas	73
1. Ross Benson	91	4. James Cook	51
2. James Franks	81	5. Jeff Moyer	46
3. Richard Shirk	79	B 250	
4. Craig Cossaboon	78	1. Bill Mc Connell	103
5. Craig Shenigo	65	2. James Wright	83
A Open		3. Bob Stein	63
1. Cliff Tenney	117	4. Scott Lewis	53
2. Larry Poplin Jr.	82	5. Scott Devecchio	42
3. David Jones	78	B Open	
4. Michael Slechta	73	1. Mike Arendasky	109
5. Ken Yankowski	72	2. Bill Aaroe Jr.	106
A Four Stroke		3. Rich Stapleford	64
1. Todd Reder	147	4. Kevin Reed	56
2. Darrin Russell	87	5. James Reber	51
3. Barry Crone	77	B Four Stroke	
4. Ken Hammond	73	1. Brian Yurky	99
5. Erik Nijkamp	72	2. Jeff Feltes	95
A Veteran		3. Joey Wallace	49
1. Anthony Tomasello	131	4. Enrico Galassi	47
2. Stewart Crouch	105	5. Frank Lillo	45
3. Hank Stankiewicz	96	B Veteran	
4. John Niefert	90	1. Tim Urban	117
5. John Roeske	52	2. Greg Davies	108
A Senior		3. Terry Tucker	89
1. Scot Wolfersberger	113	4. Steve Mason	72
2. Dave Barlow	91	5. Dave Bostrom	63
3. Dick Shirk	87	B Senior	
4. Bill Atherholdt	77	1. Jay Gilfillan	80
5. Wick Wickline	60	2. George Potts	72
A Super Senior		3. Braig Burfield	63
1. Charles Stapleford	169	4. Dave Verdetto	52
2. Jack Lafferty Sr.	108	5. Rudy Egberts III	51
3. Ralph Wickersham	87	B Super Senior	
4. Richard Trader	74	1. Lindsay Pirie	36
5. Joe Galie	45	2. Gordon Fluke	29
6. Pete Parlett	45*	3. Bill Parish	29
Masters		4. Chip Furlong	27
		5. James Burk	27

NAMES AND ADDRESSES

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East Coast Enduro Association (ECEA)	Southeastern Enduro and Trail Riders Association (SETRA)
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P.O. Box 156	Spencerport, NY 14559
Budds Creek, MD 20650	(716)594-0384
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Racer Productions (AMA GNCC Series)	P.O. Box 554
Route 7, Box 459	Lebanon, PA 17042
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WHERE TO RIDE

September 1994

10/1 Nervous Novie Junior Ride
Brimfield, MA
10/1 Sleepy Hollow Junior Enduro
Holland, MA
10/2 Sleepy Hollow C Rider Enduro
Holland, MA
10/2 VCHSS Blue Ridge H.S.
Martinsville, VA (703)632-5931
10/2 AMA National Hare Scrambles
Millfield, OH (614)653-7395
10/2 GNCC Hare Scrambles
Hard Rock, WV (304)594-1157
10/2 Curly Fern Dual Sport
Indian Mills, NJ
10/8 CATRA Junior Enduro
Fishouse, NY
10/8-9 AMA National Dual Sport
Angels Camp, CA (408)438-5130
10/9 AMA National Hare Scrambles
Silver City, ID (208)459-8304
10/9 CATRA II Hare Scrambles
Fishouse, NY
10/9 Greylock Turkey Run & Dual Sport
Washington, MA
10/9 ECEA Hare Scrambles
Meteor M.C., South Jersey
10/9 ELIMC Dual Sport
Long Island, NY
10/15 Great Escape from Cape Junior Enduro
Assonet, MA
10/15-16 AMA National Dual Sport
McArthur, OH (614)444-9600
10/16 NY State H.S. Series
South Edmeston, NY (607)847-6520
10/16 VCHSS Peninsula Classic H.S.
Newport News, VA (804)255-4620
10/16 AMA National Enduro
Lucerne Valley, CA (714)842-7990
10/16 GNCC Hare Scrambles
Starvation Point, WV (304)594-1157
10/16 Budds Creek Hare Scrambles
Budds Creek, MD (301)475-2000
10/16 Great Escape from Cape Hare Scrambles
Assonet, MA
10/16 Scrub Pine Enduro
New Lisbon, NJ
10/17 Tri State Turkey Run
Winchendon, MA
10/23 RORR Dual Sport
New Philadelphia, PA
10/23 NY State H.S. Series
Fairville, NY (716)526-6790
10/23 Cockaponsett Enduro
Chester, CT
10/30 Pachaug Turkey Run
Central Village, CT
10/30 AMA National Enduro
Delaware City, DE (302)834-4411
10/30 GNCC Hare Scrambles
Charleston, WV (304)594-1157

leading the chase with 100 points, followed by Don Prevost (90), Mark Beauregard (90), Larry Smith (84) and Jeffrey Ryan (80) making up the top five. There are about 95 C riders holding points right now, and still five events left on the NETRA schedule. Good luck!

EVENT CANCELED

Speaking of enduros, the NETRA King Philip West event originally scheduled for October 2 has been canceled and won't be sponsored by the club this year. According to NETRA the club just didn't have the membership interest to put on their second event of the year, after their successful national enduro in June. That's okay, they did a great job on the national and deserve the rest. □

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SUMMERS BAGS T RIDGE

August seventh saw the running of round six of the AMA National Hare Scrambles Series, at Thunder Ridge in Edmeston, New York. The whole circus came into town to try their luck on Thunder Ridge's motocross/woods

course, and it was largely the same as it was last year. Scott Summers surprised no one by stomping into the lead with Rodney Smith right on his fenders. Those two and Tommy Norton swapped the lead for the entire race, until Norton crashed and dropped back. The race finished up with Summers winning, Smith in second and Tommy Turtle third; followed by Steve Hatch and Scott Plessinger. After this event, Smith is still in the series points lead, followed by Norton and Summers.

KAWASAKI RELEASES NEW KDX200

Said to be a mind meld between a KX125 and a KDX200--ala Jeff Fredette's racing specials--Kawasaki completely redesigned their 1995 KDX200 and claim



it is just as killer as anything Jeff ever built. The new chassis is a high-tensile steel perimeter frame 24% more rigid than last year's, says Kawasaki. The engine has been gone over and massaged for more and better horsepower, with a guillotine-type power valve rather than the rotary type of old. The conventional forks have adjustable compression damping, the shock and brakes are new. Look for a test in Trail Rider. Some day soon, we hope.

MAJOR SPONSORS FOR SIX DAY TEAMS

Dave Bertram of Ride to Win recently sent us a press release with the news that Team USA's World Trophy and Junior Trophy teams have signed on Cellular One as a major sponsor for the team's efforts.

According to the news release, Cellular One is the major cellular telephone company in the USA, and RTW is proud to have them on board. Also signed up for the Team USA racing effort are Metzeler Tires and F&L Racing Fuel. As you read this, the fate of our 1994 Six Days effort is history, and you'll be able to read all about it here in the December issue.

HAMMER & LACE

The Press Release of the Month award goes to Hammer & Lace Records, which sent us a release and a CD of their first recording effort, the soundtrack of the

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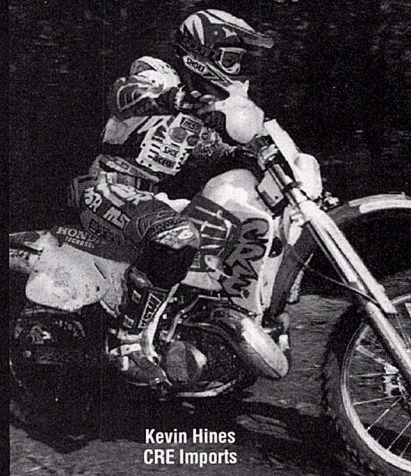
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motorcycle film *The Ride*. The Ride is a documentary-style film, said to be a positive look at motorcycle, and Lord knows we need that. The soundtrack contains all the tunes you'd expect, including artists such as Cream, The Allman Brothers, James Brown and more. Look for the movie on the silver screen, look for the soundtrack at your local record outlet. Hammer & Lace is a division of Polygram, by the way.

CHINA BY MOTORCYCLE

Now, what true, red-blooded motorcycle rider out there can honestly say he hasn't dreamed about riding a motorcycle through China? Naturally you're not going to do it on your RMX (no parts), but mounted on two wheels and eye-to-eye with the great wall? Come on, you'd love it. Well, here's the chance to do it painlessly, once you pay for the tour. For \$5,888 Henan Travel will give you a 20-day tour of China's Silk Road, from Kaifeng to Xian. They supply a 750cc opposed-twin police motorcycle (with or without sidecar), and it seems all meals, hotels, transportation and airfare. We know that some of you are interested; give a call to Golden Tours and Travel, 851 North Goldenrod Road, Orlando FL, (407)281-0130.

GOT A HUSKY 360?

Jim Prior of Avtek Engineering read our test of the Husky 360 a while back and got to scratching his head. When he had a chance to get his hands on one he checked everything out and decided the carburetor was the culprit (we did complain about difficulty dialing the jetting in).

With little ceremony he threw the carb away, and installed a 39mm Keihin PWK carb instead. The jetting for the PWK is a 6.0 slide, 55 pilot, 172 main, 1368-M needle in the full lean position, and the air screw turned 1.5 turns out. He claimed that the 360 turned into a completely new bike, with clean power from the bottom up, and no nasty "hit" in the midrange, but we didn't take his word for it. One of our local 360 owners ponied up the cash and installed a PWK jetted exactly the same...and you know what? It rips! If you own a 360, you owe yourself one of these carbs (and Jim suggested the use of Avtek's reeds, which we also tried and can concur with). The carb is available from Carburetor Parts Warehouse, (216)524-1599, and the Reeds from Avtek (305)570-8115.

NATIONAL HAPPENINGS

Have you been following the National Enduro scene since King Philip? As we all know, Kevin Hines won the King Philip event, with Steve Hatch finishing second. Since then, the series moved on the Michigan, where Hines once again took the overall win, with Hatch finishing second once again. The battle is set between these two—Olde New England versus New York—since everyone else is too far behind to

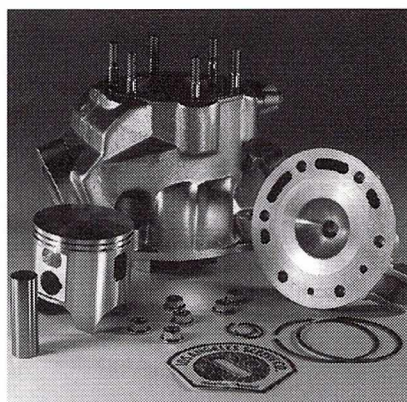
make a difference, barring any major calamities. Hines' win have not meant as much as they could have, since Hatch is finishing second, which gives Hines only a five point gain for each win. Two more events remain, as this is being written, Lucerne Valley, California—a particularly nasty place to ride that has been very good to Mr. Hines in the past—and Delaware City, Delaware; a location that caters to Hatch

and Hines freely admits he could live without. With little doubt, it will come down to a finish in Delaware, so plan on being there on October 30.

HONDA CR310

How would you like to get 310cc out of your Honda CR250 the next time you get a bore job? Well, you can do it, with L.A. Sleeve's complete

replacement cylinder kit for the CR. The kit comes with the big-bore cylinder, cylinder head, a forged piston kit and a gasket set. It is said to have 100% greater cooling capacity than the stock cylinder, special race porting and no power valves to maintain or tune. L.A. Sleeve makes it for the 1986 through 1991 Honda CR250, and you can learn more by calling them at (310)945-7578. □



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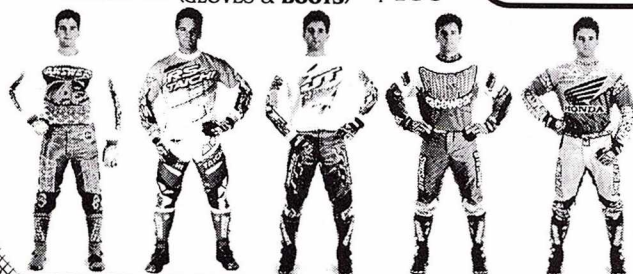
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BROAD MOUNTAIN ENDURO

Perfect conditions for Reading's annual rock ride

by Mark Uth

New Philadelphia, PA 5/29

Memorial Day Weekend—a full three days away from that daily grind and a chance to kick up some coal dust during the annual Broad Mountain Enduro. There's the ticket. Hosted by the Reading Off Road Riders (RORR) and run out of the village athletic field of New Philadelphia, Pennsylvania, this enduro has something for everyone, with trail that includes formidable water obstacles, boney rock gardens, hill climbs, power lines and open strip mining pit sections.

One could not have hoped for better weekend weather. Eastern PA was granted bonnie atmospheric conditions all weekend long, with sunny skies and cool temperatures aided by stiff breezes. The high for Sunday topped out around 80 degrees; that and the clear skies contributed to prime post-race sunburn conditions. Weekend amenities served up included a Saturday evening dinner as well as a full compliment of foods and beverages all day Sunday.

Recent years past, RORR trail bosses have consistently courted a nice medium ground for the ride. Making use of ample available trail, the course has tested top riders while avoiding really gruesome stoppers which would more than likely trap less-skilled riders. This year, however, the club upped the difficulty factor a notch or so by employing longer points-taking trail sections, and faster speed averages on connector trail sections. The result was higher scores

being posted in all classes, and a DNF rate within the novice class that approached 35%.

The Broad Mountain is terrain is well known for its starting line river crossing and wide open pit sections. Perhaps less notorious are the sections of snotty trail found in various shaded valleys; miles of single track, at times off-camber, cut through slimy clay-based soil, interspersed with rocks and boulders. Plenty of spring-fed water ensures that even under the driest summertime conditions, this trail remains plenty moist.

Of course, this is no doubt preferable to the world class dust otherwise produced from the fine silty soil found in more open sections. While including many familiar RORR trail from past events, this year's course included a significant amount of new trail. The day's course totalled up to nearly 72 ground miles and was run as a single loop, divided by a morning gas stop and afternoon gas available. Unfortunately, the gas stop, a mere 14.7 miles out, was unsupported by the club, and

dictable 12, 15, 18 and 24 MPH paces.

The first special test followed some initial timekeeping sections during the ride from the start to the gas stop. A short piece of rocky trail and minor hill climbs caused all riders to fall off the pace and drop points. AA riders Jack Jr. and Mike Lafferty, as well as a handful of A riders, set the pace through this first special test with five point scores—however, double digit scores were not uncommon in the B and C classes.



One of the most recognizable figures in the ECEA, CJCR's Bob Agonis picks his way across one of the many stream crossings on the Reading Off Road Riders' course.



Definitely a big hit with the spectators, the river crossing right after the starting line has been the scene of great embarrassment for some.

required riders to fend for themselves. Although this situation usually works out fine, it certainly fuels pre-race anxieties. The course contributed to the higher scores posted as a result of the longer special tests and some trail layout trickery as well. Checks were well camouflaged on the route sheet and the club included 13, count 'em, 13 speed changes, which varied among pre-

After the gas stop, riders were faced with 35 miles of trail which included two points taking sections. The first was another relatively short piece, which again resulted in universal points lossage. After the checkout and a quick reset, riders soon found themselves dumped into the most challenging test of the day. A long, debilitating section of single track mountain trail, the lions share of many score cards were tallied here. Again the brothers Lafferty led the pack with the only single digit scores posted at the check-out, Mike getting the nod with an eight, versus Jack's nine. The final leg to the known control contained several time keeping checks, at which many tired riders were clipped for a point or two. After some fun trail riding sections that included a killer down hill (aptly coined the "Death Drop") riders were finally greeted with the last special test. The ensuing checkout was a short hop to the known control and then

back to the ball field.

The difficulty factor of the ride took its toll. Of the 242 cards turned in, 50 were DNFs. This says nothing for non-finishers who failed to turn in cards. Referee Joe Young oversaw results posted in a timely manner, as Mike Lafferty emerged as the day's top rider. Leading the scoring from wire to wire, Mike posted another overall victory with 20 points down, besting runnerup Jack, Jr. who carded 23 for the day. Hard charger Dale Hiles landed in the third overall spot with a 27 point score, closely

followed by Mike McHale's 28/428 card. Rich Shirk filled the fifth overall slot and took home the High Point A trophy with a 28 card. High Point A runnerup was Craig Cassaboon who posted a 30 point score.

In B class action Vet rider Terry Tucker was awarded the High Point B prize on the merit of his 39 card; runnerup was Vet class rival Tim Urban with a 40 score. The High Point C trophy was claimed by Tom Markus whose 50 points down bested his next closest C class rivals by a full 7 points. Awards were distributed in no-so-typical ECEA fash-

ion under the direction of trophy girl Miss Broad Mountain 1994.

The post race blotter revealed no negative feedback for the weekend, whereas riders were nearly universal in their praise. We'd have to concur, as the perfect weather, excellent trail and first rate organization combined for a flaw-free ride. The club listed no sponsors for the event, but did in fact acknowledge assistance of various local government and private landowners. Hats off to them, as well as RORR members, friends and family for a job well done.

Broad Mountain Enduro		3. Craig Shenigo	Yam 34	2. A. Tomasello	Yam 36	1. Kevin Reed	Hon 51	3. Rick Rittel	Yam 115
Mike Lafferty	Kaw 20	4. James Franks	Suz 34	3. Stewart Crouch	Kaw 40	2. Bill Arroe, Jr.	Hon 57	4. Brett Estell	Kaw 167
Grand Champion		5. Jeff Kirchner	Kaw 34	4. John Neifert	Suz 43	3. George Milchick	KTM 61	5. Ed Thompson Jr.	Kaw 171
Rich Shirk	Kaw 28	A Medium Light		5. Dave Waltz	Kaw 43	4. Steve Snyder	KTM 67	C Medium	
High Point A		1. Dwayne Shirk	Kaw 32	B Four Stroke		5. Rich Kline	Hon 72	1. Thomas Stifler	Kaw 69
Terry Tucker	Kaw 28	2. Mark Marcin	Kaw 41	1. Chris Fliegau	Kaw 50	B Super Senior		2. David Moorehouse	Suz 75
High Point B		3. James Brethaur	Kaw 43	2. Joey Wallace	Hon 52	1. George Franciotti	Kaw 93	3. Scott Brunner	Yam 77
Tom Markus	Kaw 50	4. Scott Wolcott	Kaw 47	3. Sam DeNinno Jr.	Hon 58	2. Tim Stibitz	Hus ck.5	4. Steve Bowman	Kaw 102
High Point C		5. Ken Quillen	Kaw 52	4. Enrico Galassi	Hon 64	B Senior		5. John Savio	Hus 125
A Four Stroke		A Open		5. Jeff Feltes	Hon 65	1. John O'Toole	Suz 63	C Open	
1. Todd Reder	Suz 33	1. David Jobs	Hon 36	B Light		2. Jim Spencer	Yam 82	1. Al Switzer	KTM 78
2. Barry Crone	Suz 47	2. Cliff Tenney	KTM 39	1. Joe Tavani	Yam 46	3. Burd Guers	Hon 83	2. Marshall Rose	KTM 83
3. Erik Nijkamp	Hus 56	3. Larry Poplin	KTM 40	2. Randy Ferman	Hus 47	4. George Potts	KTM 96	3. Mitch Lieb	KTM 210
4. Paolo Landrini	Hon 130	4. Denny Scotten	KTM 47	3. John Robbins	Hon 52	5. Dave Verdetto	KTM 109	4. Lance Dagnall	KTM 227
AA		5. Don Rohrbaugh	ATK 49	4. Edward McGall	Yam 57	B Veteran		5. Dennis Black	Hus ck.8
1. Jack Lafferty Jr.	KTM 23	A Super Senior		5. Craig Copeland	Suz 69	1. Tim Urban	Yam 40	C Veteran	
2. Dale Hiles Jr.	Yam 27	1. Jack Lafferty Sr.	KTM 39	B Medium		2. R. Kozacheson	KTM 43	1. William Edmonds	Kaw 81
3. Mike McHale	Yam 28	2. Ralph Wickersham	Yam 56	1. Bill McConnell	Kaw 44	3. Steve Mason	Suz 45	2. Claude Mervine	Suz 82
4. D. Zurawski Jr.	Yam 29	3. Charles Stapleford	Kaw 66	2. James Wright	Suz 46	4. Greg Davies	Kaw 48	3. Brent Bush	Kaw 88
5. Rich Lafferty	KTM 30	4. Paul Anderson	Suz 87	3. Mike Strause	Yam 51	5. David Bostrom	Kaw 49	4. Michael Pratola	Kaw 103
A Light		5. Richard Trader	KTM 90	4. Bob Stein	Kaw 55	C Four Stroke		5. Michael James	Yam 116
1. Donnie Simone	Kaw 34	A Senior		5. Louis Rizzati	Suz 63	1. Mark Hummel	Hon 57	Masters	
2. Joe Cartwright	Kaw 34	1. S. Wolfersberger	Yam 40	B Medium Light		2. Bradley Barr	Hus 83	1. Rich Hoover	Hon 246
3. Brian Smith	Hon 37	2. Dick Shirk	Kaw 48	1. Jeff Moyer	Kaw 42	3. Jeff Perambo	Suz 132	2. Ed Baker	Hon 356
4. John Smith	Yam 41	3. Bill Atherholt	KTM 50	2. Jim McCommon	Yam 43	4. Rick Bookamia	Hon 144	Women	
5. Pat Emmons	Yam 48	4. David Barlow	Kaw 53	3. Brian Russell	Kaw 51	5. Brian Hefelfinger	Hon 156	1. Lisa Lelli	Kaw ck.2
A Medium		5. Jack Schwarz	Kaw 58	4. Scott Dolecek	Kaw 65	C Light		Teams	
1. Craig Cassaboon	Kaw 30	A Veteran		5. Barry Punk	Kaw 66	1. Dale Koberz	Suz 57	1. DER #2	242
2. Lewis Smith Jr.	KTM 33	1. Hank Stankiewicz	Yam 32	B Open		2. Mike Miller	Kaw 85	2. CJCR Ugly	395

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Suzuki DR350ES

Don't worry about electric start, you're going to love it

We spent 1000 miles riding a '94 DR350SER Electric Start early this summer, and thought you'd like to know what we thought. We've been riding the Honda XR650L for the last year, and for the sake of comparing two electric-start vehicles, we'll probably keep coming back to the Honda for an example.

One thing the DR is not is heavy, and we mean that with the accent on heavy. Compared to the dirt-only XR600, the XR650L feels big and heavy, weight up high and ponderous. Most of us automatically believe that the reason for this is the electric starting system—starter, giant bat-

tery for our Nevada desert dual sport jaunt, featured in the August issue. Without a doubt, Suzuki's changes to the suspension of old are entirely welcome; and once again, they didn't occur in 1994, according to the literature, so the same basic chassis setup is available on the '93.

What isn't available is the electric start, and before you sneer at it, try it out. In Nevada, at a fair amount of altitude (3000—4000 feet) we never had to use the chokes, except for a few seconds in the morning. One stab at the button and the DR was fired up and ready, a distinct difference from our old experience with Suzuki

DRs. Actually, Joe Gardina of Wareham Suzuki tells us that even the manual-start DR350 dirt bike has received a completely new ignition and generating system, and even they will start up if you just fall on the kickstarter. We can believe it. The 350SER starts so fast it's a no-brainer, and, with the button, it's no effort at all.

And for all you paranoiacs out there, the old kickstarter hole on the 350SER is merely plugged with rubber. Theoretically, you could pull out the rubber plug, buy a kickstart assembly and all the related seals and bushings, put it all in and have a manual back-

up...but you know what? Nobody's done it yet, that's how good the electric starter is. It spoils you, and if you feel that you're not paying a weight disadvantage, you have no reason not to like it.

Once you have it running, you have to get it down the trail, and even here the Suzuki is all right. The power is rather flat and featureless, like most four-strokes, but it comes off the bottom with a good strong pull, has a fairly strong midrange and winds out to a respectable distance. We consistently got only 82-85 mph out of the bikes on level ground, and have a suspicion that the top speed would improve a few mph with the gearing lowered. The bike is not "spinning out" top gear at high rpm, it's running out of guts to pull it. Lower the gearing a tooth on the countershaft and the whole bike will become much more dirt worthy. But, if you just want to do casual riding, and value highway speeds, the stock gearing is okay.

What can we compare the power to? How about an XR250 on steroids? There's nowhere near the violence you can experience on a Husky 350, but then the Husky 350 is not street legal (and is geared for the dirt). Also, the DR350 is not going to

be able to touch a KTM 400 RXC...but then again, the Suzuki retails for almost \$1800 less than the KTM. You know, you pay for what you want in this world.

When it comes to handling, like the stock suspension, we could really find little to complain about. Only one rider in our group didn't like the Suzuki, and he sincerely hated it. Of course, he normally rides a custom "KX200" and an XR250, and the XR250 does feel more sure-footed and stable than the DR. We could best compare the DR to the RMX dirt bike, where it probably gets some of its traits. Both bikes take a light touch to steer, and are best suited for fast work in and out of the bushes. On a smooth, tractionless dirt road, the DR gives the illusion of not being hooked to the ground at all. Although it is, the feel is decidedly light, and that can be unnerving to a lot of riders.

To finish this off, we have to make sure



The stock suspension is very good, the stock tires are not that great in the dirt, the overall weight is reasonably low, and the electric starter makes the DR350ES effortless to get going.

tery, and all that. The DR350 does not seem to suffer by comparison. It feels, if anything, lighter than its old kick-start cousin. You could never tell from the brochures, since Suzuki has been repeating the same dry weight since 1990 (260 pounds), and without a valid system worked out for weighing these things, we have to go by feel.

Perhaps the thing that is making the DR350SER feel lighter is the suspension, because this year it finally has one. The last DR350S we tested (admittedly, a 1990 model) felt leaden by comparison. It squatted down on its suspenders like a bull frog, and any throttle input first had to lift the bike up onto its haunches to get it moving. The '94 exhibits none of these tendencies. It seems to be sprung quite well for a dual sport bike; we'd even venture to guess that anyone up to 200 pounds might be perfectly happy with the stock springs. The fork spring rebound is externally adjustable with a big screwdriver, and a handful of compression damping adjustments are available down below.

The rear shock feels just as good. It is adjustable for preload in the standard way, and also features compression damping adjustments. Using the stock adjusters we easily dialed the DR into excellent behavior



The DR350 was a little overwhelmed in the vast open expanse of Nevada, but it should be right at home on the tighter trails of the east coast.

you know we tested this bike in the Nevada desert, which is a very foreign environment to us east-coasties. Still, we did ride it in real dual sport conditions—plenty of double-track dirt road, smooth dirt road, mud, gravel and pavement—and got a good feel for what it would do. Our guess is that it will work even better than that back here, although we'd definitely gear it down for tighter eastern terrain and rocky trails—probably one tooth on the front and maybe two more on the rear. The suspension and chassis should feel right at home, and the electric start is going to feel good anywhere. It's a nice bike, all in all, and for a suggested retail of \$3999 it comes at a good price as well. □

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ROAD LEGAL

in New Jersey

Here's how to pass motor vehicle inspection in the Garden State

by Mark Uth

Back in the August issue of Trail Rider, we broke ground with a generic story on dirt bike legalization. Surely a topic of the '90s, this is no doubt a powerful weapon in the fight to preserve our right to ride on public lands. One of the biggest revelations during that exercise were the great diversities among specific state motorcycle registration and inspection (R&I) requirements. Although we wanted to speak to all specific state requirements, the research requirements would have been nearly as overwhelming as the final tome into which they would have all fit. In lieu of that approach, we're going to try to print a series of specific state R&I stories—this month we'll address our local NJ state inspection requirements. We have a backlog of several other state requirements lined up for the next couple of months, and welcome Trail Rider readers to aid in our quest to track down the other forty-odd state DMV requirements.

Before we get into the nitty gritty, however, a note regarding interpretation of the various R&I requirements printed herein. Each state has unique statutes or laws written to regulate motor vehicles, including motorcycles. In nearly all cases these statutes are written in legalese that doesn't translate exactly to plain English or address the current state of (off-road) motorcycle technology. As a result most state motor vehicle departments have some sort of policy statement or guide book to help interpret the laws. Unfortunately even these policy statements can be somewhat dated. In our Trail Rider Legal Library, we'll try to reproduce the state DMV policy statements as verbatim as editing will allow. This should put readers at least on a equal footing as the DMV personnel who will be inspecting your scooter.

NJ State Motorcycle Inspection Requirements

The inspection requirements that follow apply to both the annual motorcycle inspection as well as the inspection that is part of the application for a reconstruction title.

If you already have legal title and registration for your bike, simply head on down to your inspection station of choice. If you haven't been able to register your off-road mount then an application for a reconstructed title must be made. Requests for reconstruction titles for off-road motorcycles (like motocrossers), must be made in writing to the DMV. A letter should be drafted that states your intention to upgrade the bike to street-legal configuration and consequently

stroke oil (such as the one made by Torco) at least to pass inspection. Emissions are not checked on motorcycles. Beyond visible smoke, here's what the NJ state inspectors will be checking for:

1. Steering and Suspension: The frame, wheels and rims must be free of any structural damage and improper alignment.

Cause for rejection: Frame or fork bent or damaged; defective wheels or rims; steering head bearing defects; handlebars loose, bent, damaged or broken; handle bar grips are higher than shoulder height of operator (anti ape-hanger provision); modified steering or suspension which would affect safe operation.

2. Parking Lights: Parking lights are not required but must be approved type if present.

3. Glazing (windshield): Windscreen not required if rider has approved goggles or face shield. Check windscreen for cracks, discoloration, mounting and approved type. Cause for rejection: Windscreen not approved type; windscreen not securely mounted.

4. Obstructions to Vision: Windshields must be free of stickers, signs or other items which obstruct the rider's vision; cause for rejection.

5. Horn: Must be securely fastened, with a horn button within the reach of the rider and audible from a distance of 200 feet. Cause for rejection: Not audible from a distance of 200 feet; not securely fastened to vehicle; no horn button; horn beyond reasonable reach of rider (by our reading of the statutes, New Jersey requires an electric horn, apparently, although we'll try a bulb horn in the future and let you know if it passes).

6. Windshield Wipers: If a closed cab motorcycle, it must be equipped with windshield wipers. Cause for rejection: If required, wiper not equipped; wiper speed not compatible for all weather conditions; wiper does not clear full vision area for which it was designed; wiper control out of reach of rider.

7. Directional Signals: These are not required on motorcycles unless commercially registered. However, if so equipped they must operate properly. Turn signals must have proper mounting, color (front:



Forget about four-strokes, "dis" your directionals. What if we told you that your enduro bike could be easily street legal in NJ? It's all here, simple as getting a library card. Follow state guidelines and you should breeze through easily.

request the DMV inspection of the project. The DMV requests that an estimate as to when the project will be completed be provided so the inspection can be scheduled and completed. It is also useful to send copies of existing documentation (bill of sale and/or Certificate of Origin) and a photograph before the conversion. Soon thereafter, a DMV inspector will visit you to do reconstruction inspection. After the inspection, a report is filed and (hopefully) a reconstructed bike title issued. You should receive the title sometime later via mail. Be advised that bikes registered with a reconstructed title are every bit as legal as any dual sporting mount! The initial request letter should be addressed to:

Ms. Sharon Bumm,
NJ Department of Motor Vehicles
CN177
Trenton, NJ 08625

The State of New Jersey makes no distinction between two-stroke and four-stroke engines, so both are capable of passing inspection. Inspectors are sensitive to visible smoke—both from cars and motorcycles—so plan on using a smokeless two-

white or amber, rear: red or amber), operation and visibility. Cause for rejection: Unapproved type or lens; not properly operating; signals not mounted at the same level; front a color other than white or amber; rear a color other than red or amber; not securely mounted; do not flash between 50 and 130 times per minute; lens cap broken or missing.

8. Marker Ident (Reflectors): Every motorcycle must be equipped with a red reflector on the rear. Front reflector lights must be amber or white. Cause for rejection: Broken or missing lens or reflector; unapproved type; not properly mounted.

9. Red Rear Light (Tail Lamp), Plate Light: Every motorcycle must be equipped with at least one rear red light (tail light). The tail light must light whenever the headlights are lit and must exhibit a red light visible from a distance of 500 feet to the rear. Cause for rejection: Unapproved type light or lens; doesn't operate; tail light not red; broken or missing lens; not securely mounted; light obstructed.

10. Stop Lights: All motorcycles shall be equipped with at least one stop light of an approved type. This light shall exhibit a substantially red or amber color visible from a distance of 500 feet to the rear of the vehicle. Cause for rejection: Unapproved type; failure to properly function; broken or missing lens; not properly mounted; insufficient increase of illumination when brake applied; light flashes (must be steady light); light obstructed.

11. Wheels and Tires: Wheels and tires must be of a type approved for street use. Wheels and tires must be free of damage. Cause for rejection: Tread on any tire less than 2/32 of an inch deep; cuts or snags deep enough to expose the tire cord or ply; excessive bumps or knots; tires marked "For Farm Use Only", "Off Highway Use Only", and/or "For Racing Only"; not securely mounted; wheel with visible cracks, holes, broken bolts or missing lugs; tires on one axle which do not have at least 60% of the tread width of the tires on the other axle (must be DOT-approved tire).

12. Exhaust System: Motorcycles must be equipped with a properly functioning exhaust/silencing system. Cause for rejection: Exhaust gas leakage in the exhaust excepting drain holes made by the manufacturer; cut-outs, lake pipes or by-passes; patches anywhere on the exhaust system; excessive noise level; improper mounting.

13. Headlights: Every motorcycle shall be equipped with at least one and not more than two headlights. Cause for rejection: Light not lit; improper aiming; not properly mounted; cracked, tinted, broken or missing lens; headlight with dirt, moisture, or water inside the lamp, or obvious discoloration (lights must be on when motorcycle is running).

14. Mirrors: Every motorcycle shall have rear view mirrors located and angled to give the rider adequate rear view vision. Cause for rejection: Required mirror missing; cracked, broken or has sharp glass; discolored, tarnished or peeled; improper mounting (local experience proves that only a single mirror is necessary).

15. Wiring and Switching: Switches and wiring must be installed in a workmanship like manner and function properly.

Cause for rejection: Wiring is in poor condition or improperly installed; switches not in good condition or not functioning prop-

erly.

16. Indicator Lights, High Beam: Every NJ registered motorcycle equipped with a multiple beam headlights shall be equipped with a beam indicator, which shall be lighted whenever the high beams are lit. Cause for rejection: Indicator light is missing or inoperative; unapproved headlight assembly.

17. Miscellaneous: Body: must be free of rips and sharp edges; Fuel System: fuel tank and piping must be securely mounted and free of leaks; Transmission: transmission must operate properly.

18. Helmet: No person shall operate or ride upon a motorcycle unless he wears a protective helmet of a type approved by the Director. Such helmet must be equipped

with either a neck or chin strap and have at least four square inches of red, amber or white reflectorized tape on each side. Approval type may be Z90.1 ; American Nation Standard Institute (ANSI) or Federal Standard Z18. Cause for rejection: No approved helmet; no chin or neck strap; does not have at least 4 square inches of reflectorized tape of an approved color; helmet not of an approved type.

19. Goggles or Face Shield: A motorcycle operator is required to wear approved goggles or face shield (unless motorcycle is equipped with an approved windshield). Approval type may be Z2.1 or Z87.1. Cause for rejection: Face shield or goggles (if necessary) not available; scratched or discolored so as to adversely affect visibility;

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cracked or broken; not of an approved type (read: no racing goggles, best to use a generic face shield to pass inspection).

20. Seat, Hand Holds and Foot Rests: A person operating a motorcycle shall ride only upon a permanent seat attached thereto. Motorcycles must be equipped with adequate foot rests if designed for more than one person. Cause for rejection: Not equipped with approved seat; seat not properly mounted; foot rest not securely mounted; foot rest not capable of supporting full weight of the user; foot rests placed where they interfere with safe operation of the motorcycle; foot rests missing (where required).

21. Handle Bar Height: No person shall operate on a public roadway a motorcycle on which the handlebar grips are higher than the shoulder height of the operator when seated. Cause for rejection: Handlebar grips too high.

22. Brakes: Every two wheel motorcycle shall be equipped with at least one brake on the rear wheel, adequate to control the movement to stop the vehicle (sic). For motorcycles 1974 and newer, the motorcycle must have front and rear brakes as required by Federal Standards. Cause for rejection: Any leak in brake system; pedal fade; insufficient braking effort; kinked or defective brake line; inoperative brake reserve of foot brake.

That's it. If your bike passes every one of these items, you can pass vehicle inspection in New Jersey. As soon as we get the chance, we're going to try to get a Honda CR250 through inspection, and we'll let you know how we make out. □

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20 QUESTIONS A BEGINNING RIDER WANTS TO KNOW

There are no dumb questions when it comes to getting started in dirt riding, only know-it-all veterans

by Dan Anderson

A young friend of mine recently dove head-over-heels into the joys of off-road motorcycling and reminded me of how much there is to learn about our sport. Many of us experienced dirt riders came from dirt riding families, and grew up hearing words and phrases like compression damping, top-dead-center, or power valve, and memorized the motorcycle alphabet (CR, KDX, XR, YZ, WXE, KX, YZWR, CRE, and RMX) at an early age.

But my friend Steve came from a non-riding family and has had to learn our world and its vocabulary from scratch. Fortunately, he is intelligent, a quick-learner, and unafraid to ask questions. We asked him to jot down 20 questions that most confused him about off-road motorcycles and did our best to answer them. Some of the answers are opinions, some are arguable, and all are negotiable, but they may help Steve and other beginning riders feel more comfortable in the wonderful world of dirt bikes.

Question 1: What size bike should I get?

A new rider should get a bike he can control. Steve is 20 years old, stands 6 foot 4 inches tall, and weighs 200 pounds. His choice of a used KDX200 was excellent because it is a versatile bike that is user-friendly at many levels. It produces good power in a broad rpm range with no sudden hits of power to surprise a novice rider. It is easy and reasonably cheap to modify a KDX to increase power and suspension performance as the rider gains skills and learns to go faster.

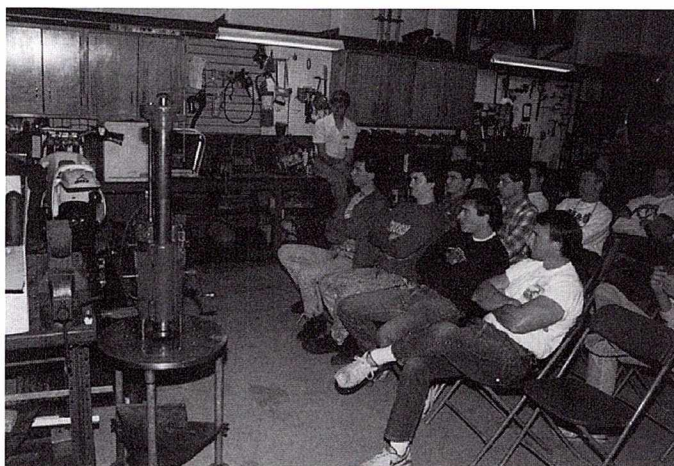
Other good bikes for new riders include the venerable Honda XR250, the Suzuki DR250 and DR350, and maybe the Suzuki RMX250 and Yamaha YZWR250. The latter two bikes are a little more snappy but could still work well for novices if they were cautious during their first rides.

Question 2: What is the advantage of a water-cooled bike over an air cooled bike?

Water-cooled bikes use radiators and water jackets around their cylinders to maintain steady engine temperature. Water-cooled engines first appeared in motocross bikes, where races are comparatively short. Engines produce maximum horsepower when they are relatively cool, and motocrossers were noticing slight losses in horsepower when their air-cooled

engines heated up toward the end of intense 15-minute or longer motos. In the highly competitive world of pro-motocross one or two horsepower is the difference between winning and losing, and water-cooled engines allowed riders to maintain maximum horsepower throughout a race.

Since motocross is the tail that wags the dog in the world of off-road motorcycling, soon all off-road bikes grew radiators and shed their cooling fins. Riders must now



Never underestimate the value of classroom instruction, at a dealer or club meeting. NETRA has a "C Rider School" every year which is especially good.

contend with radiator leaks, hose leaks, water pump leaks, and overheating engines when riding slow, tight trails.

In short, liquid-cooled bikes have no advantage over air-cooled bikes. It's just another example of the blind leading the blind in motorcycling. (Editor's note: The author lives, eats, and sleeps XR Hondas. They are air-cooled motorcycles.)

Question 3: What is the difference between a KX, XDX, KLR, XR, CR, RM, and so forth?

At first glance there might seem to be some sort of order to all the letters used by manufacturers to designate their various models, but there isn't. Maybe at one time XR stood for Experimental Race but only the engineers know exactly why they chose certain letters in naming bikes. At best all we can do is group the various models by their use-designation:

Motocross: Suzuki RM, Kawasaki KX, Honda CR, Yamaha YZ, Husqvarna WXC, KTM SX.

Enduro/all-round riding: Honda XR, Suzuki DR, Suzuki RMX, Kawasaki KDX, Kawasaki KLR, Yamaha YZWR, Husqvarna WXE, KTM E/XC.

Dual sport: Honda XRL, Suzuki DR-S, Kawasaki KLR, Yamaha XT, KTM R/XC.

Question 4: What is the difference between a motocross bike, an enduro bike, and a dual sport bike?

A motocross bike has no headlight or taillight, is not street legal, and is designed for hard acceleration and deceleration over very rough motocross tracks. It has lots of suspension travel to absorb the impact of hard landings and its engine is designed to deliver all its power in sudden bursts of acceleration.

An enduro bike comes equipped with engine components to power a small headlight and taillight, but has no turn signals. Enduro bikes, with some modification, can be made street legal in many states. Many modern enduro bikes are based on motocross machines, though the suspension has been modified to make it more supple over smaller bumps and the engines are tuned to make useable power over a broad rpm range. Enduro bikes are designed to work in situations where the rider is off and on the throttle, speeding up and slowing down, negotiating obstacles in the trail that require finesse rather than brute power, though they can get up and scoot when necessary.

Dual-sport bikes are street-legal from the factory, with a full complement of lights, horn, and other street accessories. They are a compromise between an off-road bike and a street machine. Some dual-sport models are designed to work better in the dirt, and their suspensions, engines, and tires reflect that dirt-oriented bias. Other dual-sports favor street riding with only occasional trips into the dirt, and those bikes have less suspension, bigger engines (more weight), and tires more oriented toward street use.

Question 5: What is better in a dirt bike, a four stroke or a two stroke engine?

A two stroke engine is lighter and produces more horsepower for its displacement. Light weight and high horsepower make them a natural choice for off-road motorcycles. Because of their design they require slightly more maintenance than four stroke engines. For maximum performance two strokes must be carefully jetted, regularly re-rung, and have power valves correctly adjusted.

A four stroke engine is heavier than a two stroke because of the additional valve train components. That weight is also carried at

the top of the engine, making four stroke bikes feel more top heavy than two stroke machines. Four stroke engines are known for their durability and require less maintenance than two stroke engines. As long as the oil is changed regularly and the valves are adjusted annually they will last for a long time.

(Note to Clipper: Do you have any idea how hard it was for me to be objective on this one? Everyone knows that two strokes suck.)

Question 6: What type of two stroke oil should I use in my KDX200?

You would be safe to use any of the major brands sold at motorcycle shops. Belray, Castrol, Spectro, Maxima...they're all designed to give maximum performance and protection to modern two stroke off-road motorcycle engines. Stay away from chain saw, string trimmer, and outboard motor two stroke oils. They might work, but they are designed for different applications, so why take chances?

Question 7: What ratio should I mix my two stroke oil?

You'll get a lot of argument about this one, but year in and year out, for maximum engine longevity, follow the guidelines in your owner's manual (and if you don't have an owner's manual, get one right away).

The engineers who designed your machine spent a lot of time and money figuring out how to make it work right, and who are we to tell them they are wrong?

Question 8: What kind of oil should I use in my crankcase?

Again, look in your owner's manual. It will probably recommend that you use a

good brand of 10w-40 motor oil. Do not let your friends talk you into using automotive transmission fluid in your motorcycle. Some riders use ATF in the belief that the thinner viscosity gives them more horsepower to the ground. All it gives them is less transmission longevity.

Question 9: what kind of oil should I use on the chain?

Most modern off-road motorcycles now come equipped with o-ring chain. That means that small rubber O-rings seal between the sideplates and the rollers. These o-rings pretty much seal lubrication inside the rollers and keep water and muck out, so all you need to do is keep the outside of the chain from rusting. To that end, after you wash your bike and use a brush to clean (gently, or you'll damage the o-rings) the mud from the chain, spray the chain with a water-repelling lubricant like WD-40 while spinning the rear wheel. That may be enough to keep your chain loose and lubed, though I still like to give it a coat of name-brand chain lube to repel water even more the next time I ride. When using chain lube on an o-ring chain be certain that it is safe to use on o-rings. Some brands of chain lube can cause o-rings to deteriorate over time.

Question 10 Should I use an o-ring chain?

Yes. O-ring chains last longer and require less maintenance. Some motocross geeks get all whiney that o-ring chains use up too much horsepower because they are, by nature, a little "stiffer", but who really cares what motocross geeks think?

Question 11: How do I care for the air filter?

Very carefully, since poor air filter maintenance leads to expensive engine repairs. If your bike has a foam filter, carefully remove it from the bike, using care not to allow chunks of dirt to fall into the carburetor as you remove the filter. Wash the oily, slimy filter in non-flammable solvent, then rewash it in warm, soapy water. Rinse out the soapy water with clean water then squeeze it out (never wring a foam filter or it will tear) and allow to air dry. Once it is dry apply small amounts of air filter oil to it and squeeze the oil into the filter until the filter is uniformly the same color. Squeeze out the excess oil, blot the surface on a paper towel, and reinstall in the bike. If you're into fine details, consider using a layer of thick, waterproof grease on the sealing lip of the filter to insure a good seal between the filter and airbox.

Question 12: What tools will I need?

Metric tools. Don't whine about having to buy metric tools...we're all going to have to have them eventually, so go ahead and buy them and be done with it. Buy a complete set from 6 mm up to 24 mm, or pick and choose and buy at least 8, 10, 12, 14, 17, 19, and 24 mm wrenches and sockets. Beyond that, you'll need the usual complement of hammer, screwdrivers, alignment punch, drift punch, cold chisel, metric allen wrenches, 10-inch adjustable wrench and whatever other tools you've always wanted an excuse to buy. Open a charge account at Sears' tool department...you'll need it.

Question 13: What kind of periodic service will I need to do on the bike?

If you ride in the mud, wash it after every ride. Leaving mud on the machine is an



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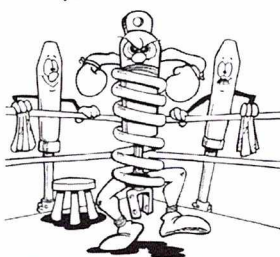
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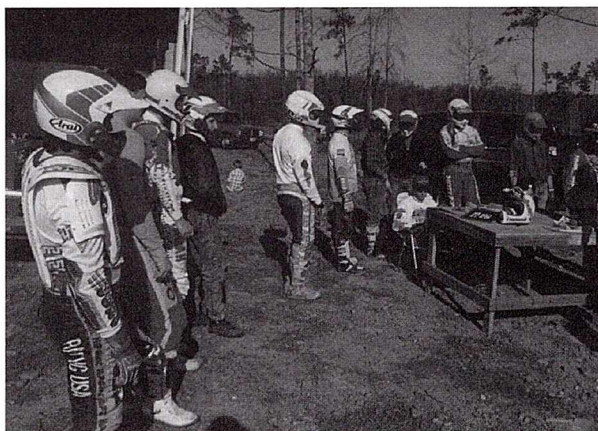
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invitation to corrosion. If you use a power washer to clean it never spray high pressure water into the axle areas or pivot points on the rear shock linkage...you'll trash the bearings if you force water into them. After you wash the bike always squirt a water repellent like WD-40 into all the places you want to keep loose, like gearshift pivots and brake linkages. I always squirt the front and rear axle ends to help drive out any water from those areas.

Beyond keeping the bike clean, plan on cleaning the air filter regularly, (after every race or every other serious play ride), changing gearcase oil as recommended in the owner's manual, and checking the chain tension before every ride. Two stroke owners should install rings and adjust any power valves as recommended in the owner's manual. Four stroke owners should adjust the valves at least annually and maybe more if they ride hard and often.

Question 14: Why are disk brakes better?

Mechanically, disk brakes are more efficient than drum brakes. They are also lighter, an important consideration on dirt bikes. The open design of disk brakes also works better in the mud and muck that we dirt rider seem to frequently play in. Ride a bike with drum brakes through a deep water crossing and then try and stop quickly and you will learn why dirt riders love disk brakes.



New riders can occasionally get to try new machines or even learn how to ride if they hook up with the right dealer. If you already own a bike, NETRA's annual beginners programs are a good idea.

Question 15: How do I set up the suspension for me and the way I ride?

By the book. As a beginner the best settings for you are probably the "average" settings recommended in the owner's manual. All those settings recommended in this and other magazines in "hop-up" articles are for riders with more experience who ride harder and faster.

The most important suspension setting is "sag", which is literally the amount you bike "sags" when you sit on it. Set the sag by putting your bike on a box or stand so the rear tire is off the ground. Measure the distance between the rear axle bolt and some fixed point on the rear fender. Take the bike off the stand and sit on it while

wearing your riding gear. Bounce up and down a few times to make sure the suspension isn't hanging up, then have somebody re-measure the distance between the two points you measured previously. Subtract the second measurement from the first measurement. You should have around 100 millimeters, or just less than 4 inches, of "sag". Increase or decrease that sag by changing the length of the spring on the rear shock. Use a punch and hammer to loosen the locking collar and then turn the "nut" on the spring up or down as needed.

Also, make sure your front forks are filled to the "average" level with the proper weight of fork oil. Read your owner's manual and decide if you can handle a fork oil change. If not, take them to a good shop and pay to have it done. Fresh fork oil set to the proper

level can make a noticeable difference in bike handling.

Question 16: What kind of safety gear do I need to ride?

At an absolute minimum, a helmet, some comfortable gloves, and a stout pair of lace-up work boots. Stage 2 would be to buy a pair of dirt riding boots, some actual dirt riding gloves that won't cause blisters like the cheap leather gloves you tried to skimp by with the first couple of times you rode, and a pair of riding pants with knee and shin protection. Stage 3 includes goggles, riding jersey with padded elbows, chest protector (front and rear), riding pants, boots, and kidney belt. If you're

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smart you'll start at Stage 2 and save yourself some sore ankles, and if you're really smart you'll spend the \$500-\$800 to buy all the gear (\$200-\$500 if you can find used gear) and start out dressed safely. Trust us, you'll eventually spend all that money, and more on doctor bills, if you don't have proper safety equipment.

Oh, and I always wear a jockstrap. You will too after the first time you land on your gas tank cap.

Question 17: What should I look for in a used dirt bike before I buy it?

If possible, take an experienced dirt rider with you to help you evaluate the bike. To be honest, we dirt riders can be pretty sneaky about camouflaging our old bikes' problems, so it helps to have another sneaky biker on hand to see through the ArmorAll and past the stickers to what really lurks beneath.

Always check chain and sprockets. Sprockets should not be sharp-toothed and chains should have minimal sideplay. Brakes should be firm, cables should not be sticky, suspension should not be leaking oil from shock or fork seals, and wheels should spin reasonably true.

Set the bike on a box or stand and try and wiggle the rear wheel sideways to check for damaged wheel bearings and worn suspension linkages. If possible test ride the bike in an off-road area and check for suspension glitches and engine performance. Don't just hammer it up and down a road...see if it idles smoothly, accelerates without hiccups, and doesn't backfire or miss at top end. While in top gear and lugging the engine, slightly slip the clutch and see if it hooks back up quickly to check for a slipping clutch. On water-cooled bikes check for radiator leaks, leaky hoses, and water in the gearcase.

Question 18: Can a dirt bike be made street legal?

Yes it can, but you have to really want to do it because it won't be easy. For an excellent article on how to legalize dirt bikes, see the August 1994 issue of Trail Rider and the article by Mark Uth on that topic. Also, a New Jersey specific article can be found in this issue.

But for now, in short, you'll have to figure out how to power a headlight, taillight, and maybe turn signals, depending on local laws. You'll have to have a horn, and full-bore off-road knobby tires may not meet local standards for highway use. Getting a title so you can license the machine may be a legal challenge as well. My advice is, if you think you want a true, legal, on-road/off-road bike, buy one of the new dual sport models. They work pretty darned good in dirt and someone else has worked out all the headaches of making them legal.

Question 19: Where is it legal to ride?

Practically nowhere. No, no, ignore that, I'm just a cynical old man embittered by a loss of personal freedoms.

Local motorcycle shops can help riders find local off-road riding areas where it is legal to ride. Even better, get to know local off-road riders, brown-nose if you have to, and maybe they'll let you ride in their secret areas. All of us die-hard dirt riders have cultivated friendships with private landowners who allow a select few to ride on their property.

The hidden problem here, unless you have a dual sport bike, is that you will have to figure out some way to get your dirt bike to and from riding areas. Plan on investing in a trailer, a pick-up, or kissing up to dirt riding friends who have those conveyances in order to get to riding areas.

Question 20: What are KTMs, ATKs, and Husqvarnas?

Knock off the giggling, guys...he's just a beginner and this is a legitimate question.

KTM and Husqvarna (popularly called Huskys) are European-made off-road bikes renowned in dirt bike circles as bikes for serious off-road riders. They don't have the advertising budgets of Japanese manufacturers like Honda, Yamaha, Suzuki, and

Kawasaki, so the general public may not be familiar with their names, but die-hard dirt racers know them well. ATK is an American-made off-road bike of the same genre, in that it is designed and directed at serious off-road riders.

Like I said, this is one old, grizzled rider's opinions and answers to a new rider's sincere questions. You may have different answers or opinions, but hey, that's what bench racing is all about. In any case, the next time a novice rider approaches you at a race or riding area and asks what may seem to be a silly question, remember what it was like to be starting off in this sport/hobby. Listen carefully, answer honestly, and make sure he has a good time. The future of dirt riding is in your hands. □



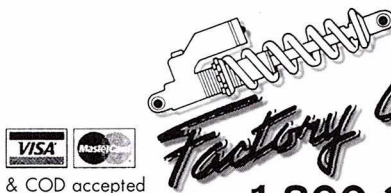
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"Hi, my name is Jerry and I'm not an AA rider!"

The Adventures of Dr. Bernardo at the Oregon ISDE Qualifier

Tillamook, OR 5/15-16

by Jerry Bernardo

Skip the bull. Moose Racing's Pete Dennison invites MW2 and Jerry to tour the John Zink Ranch, site of the upcoming 1994 ISDE in Oklahoma, followed by a chance to film/ride the Tillamook Qualifier. After constant work related activity slash helmet painting, monologues, etc., surrogate TV host Jerry complains he never gets to ride. "Get ready, cause I'm gonna have you puking up stuff you ate three weeks ago!" head Moose, Pete, says. Sounds good on paper: "Ride a factory Suzuki RMX250 with Steve Hatch for two days."

Now don't get me wrong, I never rode a qualifier, let alone over a hundred miles back to back (I said I'd do anything for TV). We'll skip the Zink ranch and get right to the meat. Upon showing up I see a veritable who's who of off-road mega stars. Dick Burleson, L.R., Hines, Ty Davis, Rodney Smith, Danny Hamel and my new neighbor in Hesperia, Italy's Davide Trolli. We get chatting and they say stuff like "It'll be fun, you'll do good.", "You're from New England, you'll love it." and "If it rains it'll be ugly." That stuck in my mind. It turns out Steve Hatch broke a bone in his foot five days earlier so he won't be babysitting me on the trail. I'll be riding on the same minute as Kelby Pepper and Jeff Russell. Can you say "Double A, Double A, B Vet Squid?" Though I do have a meticulously prepared, razor-sharp RMX250 I am somewhat intimidated, but the show must go on.

DAY ONE is slated for 105 miles. I usually don't get butterflies in my stomach, but I had the full-on monarch convention in my belly. I'm on minute 23 so off I go to seek out some Sasquach or something. It was really nice for a while. Some cart road, tight woods, scattered rocks, nothing impossible until they started the downhill abuse. One hill, I think they called it "The Plunge," was so steep, we all bull-dogged our bikes down for about 300 yards. Bikes were flipping, carnage was amassing at every turn, and Hines pops down behind me and mumbles something about our joint interest in the female anatomy! Not usually the furthest thing from my mind, but right now it was. Hines is funny, the

nastier it gets the more he glows like a mercury vapor bulb above a playground. He'll just pass you and absorb any remaining strength you have and be on his merry way.

Later in the day I was riding along an off-camber hillside when a root spit my bike—exit stage right!—off down the cliff about 15 feet. It doesn't sound bad, but when you're beat, you just can't throw it over your shoulder and clamber back up to civilization. I spent about 20 minutes looking

kinda good, not really pasted like I'm used to. Then L.R. says, "I hear tomorrow's going to be three times as nasty." This, compounded by the forecast of rain, had old Jerry drinking Rolaid Coladas all night long.

DAY TWO The minute I woke up I was in pre-race denial. It was drizzly out and I was grinding my teeth like a speed freak. I'm usually not so quiet, but I knew there was gonna be something out there that would make CATRA look like preschool.

Nonetheless I taped my hands up, loaded up on cereal and water and got old Bessie out of impound. Score card on, lube the chain, gas and go. Minute 23 ready for punishment.

The first 40 miles were almost all the same trail except for the lack of the plunge. Then pretty soon the fun began. There was about a two mile downhill in the woods that was one big rut. Arms locked, front brake on, feet on embankment. No amount of Bean Canyon downhills could compare or train you for this. It seemed to go on forever. All of a sudden I hear "FAH-Q!" It's my old pal Hines again. He stops and says another unmentionable key motivational phrase and leaves me to my misery.

Later, after a gas stop, there's a sign at the start of a section. Usually the name is a giveaway. This one was called "Sticks & Stones," no explanation needed. All I could think of was Mauna Kea Zoo, huge logs with no bark at an angle. Well, it was about as close as you could get.

You know the scenario. Wheelie over the log and the back wheel spits right or left, leaving you to dab and pop your knee or crash hard. After bench pressing your 200-pound-plus motorcycle a few times you start to wheeze and cough up lime jello. Charley Halcomb goes by on a XR600 and says "Wanna trade?" Do I look stupid? This went along a ridge for about 300 yards, then took a right, down a hill 200 yards with the same amount of log crossings. I could see Wolfman Webb muscling a huge Husaberg 501 over some crap and could read his voice balloon from afar. I think only Beavis could have said it better: "This sucks!" I imagined him muttering, or yelling aloud. It really wasn't too much fun.

I managed to fool some of the spectators into thinking I liked it. I monologued, "Why



up at the passing contestants with my best "Hitchhiker! I need a ride!" face, to no avail. They just looked back down at me with the old "I'm glad I'm not you!" look.

Finally my Moose Racing team spiritual leader, Dick Burleson, stopped to help and asks me "What are you doing down there?" like I'm trying to ignite a hibachi or something. Tom Webb and Dick and I pulled my bike up and Dick says, "Be careful, they'll probably throw the section out."

Great. Does that mean I don't have to ride it?

Anyway, the day crept on and five and a half hours later I had completed the 105 mile loop. I did a filter change and dropped my scooter off at impound. I felt

be pissed, I signed up?" and "Dan Cortese isn't here 'cause he's a pussy!" They loved that. After all that there was another sign later reading "Bungee Jump." This proved to be the steepest hill of all. I just complacently bulldogged to the bottom and rode away with a sigh.

The section that killed me was called "Waterlogs." It was all dark with ferns and moss, crossing back and forth a little rocky stream with fallen redwood trees. I drove off a little six foot embankment and had to dead-lift my bike by bear-hugging the back wheel and picking it up to my face, eventually flipping it over to safety. This was an act of pure desperation. I didn't have much energy left when it started to rain really big drops that looked like clear jelly beans. All this and it's only 30 miles. I got out of there and kinda limped along soaked to the bone with no visibility at all. I didn't even care. I was a complete physical and psychological invalid. At the end of the fourth special test I decided to pack it in. Team Squirrel, camped alongside the course, had all the necessary ingredients I needed to call it a day: a fire, some Gatorade and a trailer. I started at 8:30 and quit before check 6 at 3:00, 92 miles of fun and sun. HA!

Team Squirrel gave me and desert racer Destry Abbott a ride to the final moto. Destry had also been beaten by mother nature like a red-headed stepchild. We both holed out and he had no headlight. Tsk...tsk. Funny, we didn't look disappointed.

Pete from Moose was happy to see me 'cause the sweep crew never saw me in the back of the Squirrel van. It appeared I was lost. I had to get back to Moose Box Van. They had my clothes and my plane ticket. Rodney Smith saw me near the moto track and gave me the old "What are you doing?" like I'm suppose to be there to moto. I said I made 92 miles out of 135. He said "I was surprised you finished day one!" It sounded sarcastic, but it was actually a compliment. After all this was his job, not mine.

Rodney took the overall, followed by Ty Davis and Hesperia Italia's Davide Trolli. Hatch was happy I didn't shred his bike, and Jack from Team Squirrel was happy I gave him my goggles for saving my life. Small price to pay for a lift back from the bowels of Oregon. If America wants to do good at the Six Days they need to have events of this caliber, because it was tough! Some sections like sticks and stones cause controversy among the AA riders, but there was also plenty of beautiful, rideable trail.

I'm glad I'm from New England, riding that type of terrain helped immensely. The RMX ran flawlessly, I only broke a hand guard and a silencer mount. This doesn't make me want to ride the Six Days, but I do offer my admiration to all those who will.

Thanks to Pete, Joe and Steve of Moose Racing/Parts Unlimited. Thanks to Team Squirrel Search and Retrieve. I think I finished 60th out of 70 in the "Letter of Intent 250 class." I don't care, my femur is still inside my thigh and I like that.

Jerry
FAH-Q Racing

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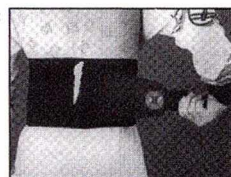
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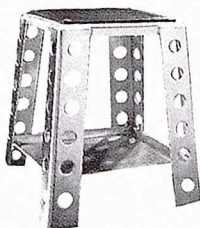
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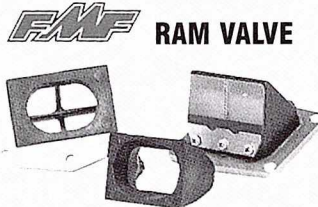
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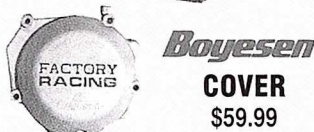
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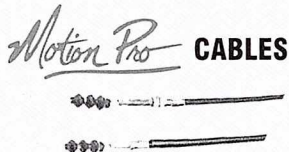
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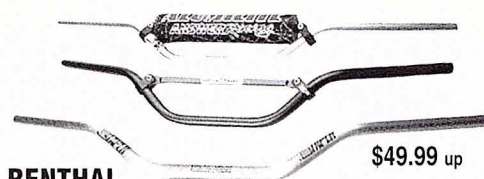
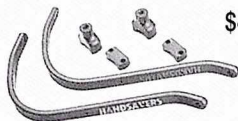
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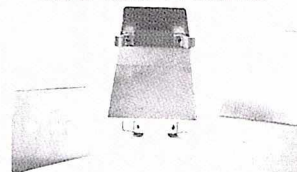
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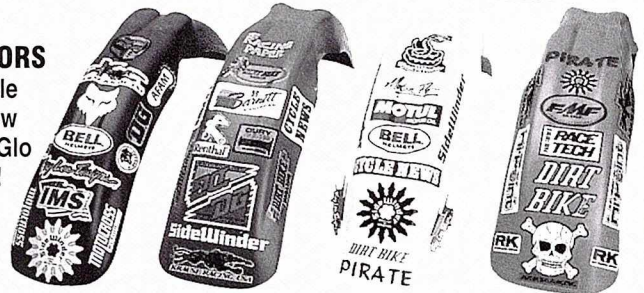
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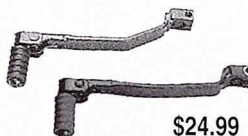


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GNARLY DUDE IV

This is New England, right? Why wouldn't it be gnarly?

by Pete Ziobro (*Hated by Green Cops everywhere*)

West Greenwich, RI 5/15

On Sunday May 15, the Rhody Rovers Motorcycle Club held their annual Gnarly Dude turkey run in southern Rhode Island. The start was at the Exeter-West Greenwich High School—easy to get to off the highway, and right down the road from the start of their enduro. You see, the club donates the proceeds from the ride to a scholarship fund at the school, and in turn gets to use their parking lot and sanitary

but mostly wide-open trails and woods roads. Around 10 miles out was a hero section (optional tough alternate route) that consisted of a flat rock face about 30 feet long (or is that high?), on a 45% angle. Of course, there was a nice “polished” root going across it about halfway up, and the mandatory mud puddle at the bottom to get your tires just a little bit wet before you make your way up the top. But it is a nice climb, and probably not as hard as it looks. And if you didn't choose to do it, there was the regular trail around it anyway.

More nice pine-grovey type trails followed, with a decent uphill and other enjoyable

stuff. Around 22 miles we were back on the tar and heading by the starting area. You could either stop and eat and gas up here (if you brought gas), or head down the road a couple of miles and hit the gas station. We chose to gas-up

that we weren't the only ones out here; there were people hiking and fishing, and we had to stop for some horseback rider, too.

A lot of the ride went through the Arcadia State Forest, through trails that are motorcycle trails, but are usable “by permit only”, a bizarre little arrangement where the club can only use the trails THEY CUT when they've got an event going on (as opposed to the hikers that can grab any old motorcycle trails, call them their own, and use them any time they want). Oh well, I suppose it's better than not being able to ride on them at all.

Around this point the escape routes were starting to pop-up on the route sheet. In it were directions on how you could easily drop out of the ride and get back to the start if it was too late, or either you or your bike had had enough. But it was early in the afternoon, and we had plenty of steam left, so we motored on.

And why not? The next hero section was the classic (or is that infamous?) Rock Garden. Only a diabolical mind could have tied such a snotty section as this together. Tight, pointy, rocky trails followed by a little mud, then a godawful rocky moss-covered



Dry weather really helped out the enjoyment factor, although it did leave a little dust on the trail. That's all right, at least there were no muddy ruts.

facilities (restrooms). The school also sold food, and any riders needing a little get-up-and-go could load up on liquid caffeine and fat pills (coffee and donuts) before the ride started. Camera crews from a local television station were on hand, and interviewed riders at the start as well as taped them out on the trail. (The film played on the 6 o'clock news that night.)

The weather was beautiful. Sunny and in the high 60's; perfect riding weather! Out on the trail, the course consisted of some nice, basically easy trails. A lot of rolling,

and eat at the start, and in no time we were back on the course again. More nice trail in the second half, and at 35 miles a “short but sweet” gnarly (where did I hear that word before?) little hero section winding its way around a little hill. Soon we were back out on the course and seeing



The Gnarly Dude is a mix of some of the finest riding trails you'll ever find in New England, along with some of the, well, gnarliest trails. We didn't take any pictures of the gnarly stuff, so use your imagination.

old stream bed, followed by more nasty rock sections. But hey, this is a basic of the enduro and a "humbler" of both man and machine, and this is a turkey run. Today you've got all day to pick your line through it, and if you're planning on riding the enduro the following weekend, it's your chance to find the "good lines" ahead of time (who said there aren't any?). And like all the other optional hero sections, it could also be easily avoided. A few miles further on the course was a nice newly-cut section of trail that wound its way over some huge rock slabs, but was all very easy, and very enjoyable.

How were the last miles of the course, you ask? Well, I guess you could say they were kind of tough, or challenging, I guess. The trail bosses told me that the club had run last years' enduro over the last 20 miles or so, and well, there wasn't much dirt left between a lot of those rocks. But this is New England, right? Where you gonna go where you're not gonna see rocks (and I guess the club didn't have a way out because the state wouldn't let them substitute dirt roads for any of those "gnarlier" trails)? In the middle of that section was a short, off-camber downhill with a number of mountain bikers waiting at the bottom. They seemed impressed that none of us fell down (we didn't wait to see how they did going up it though!).

And there were a lot of nice bridges on the course. Bridges don't excite you, huh? Well there was a particularly nice metal grid one that the club built over a probably bottomless mud pit just before the real snot starts in the Rock Garden. Hey some of that stuff is tough enough, who wants to spend

all day pulling their bike out of some alligator pit?

And the course was well-marked (with the exception of a couple of corners that had missing arrows due to those infamous "locals" that delight in tearing down or turning around arrows). But the route sheet was always right, and the mileages seemed spot-on, so there were no problems.

Seventy miles or so after we started we were back at our trucks; the weather had cooled down a little and there was even a slight sprinkle of rain. It was a tough but enjoyable ride. We did all the hero sections so it was impossible to tell how tired we'd be if we had just run the regular course. Time now to draw cards for the best poker hand, and have something to eat and drink.

Okay boys, roll the credits: The Rhody

Rovers Motorcycle Club would like to thank the Exeter-West Greenwich School Committee, the towns of Exeter and West Greenwich, the Department of Environmental Management, and last but not least, you the riders for coming out and doing this ride to support this worthy scholarship fund. One hundred seventy five or so riders turned out this year, and the club is hoping that the number will grow next year to support his worthy cause.

On behalf of the riders, we'd like to thank all of the above and the trail bosses: Layne Derby and Lloyd Patterson, and the rest of the Rhody Rovers Motorcycle Club for putting on the best ride they could. Hope you put it on again next year, and hope to see you riders there, "hangin' ten at the Gnarly Dude!" □

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TRAIL RIDER TOOLBOX

by Mark Uth

Engine Overheating

One of the most frustrating characteristics associated with water cooled bikes is the unexplained emergence of motor overheating problems. Not problems associated with race damage or motor performance tuning trials and tribulations. We're talking about complete, out-of-the blue, coolant spewage events from what was otherwise thought to be a fine running machine. Mysteriously, overheating problems often occur immediately after some sort of top end maintenance. Typical scenario: your bike in mid-season form (read: well-worn top end), begins exhibiting a few signs here or there of running a little hotter than normal. Naturally, a top end rebuild is undertaken, but after completion the problem persists, or perhaps even worsens.

The knee jerk reaction is to start spinning jets, changing pre-mix ratios, etc. but whoa, aren't these the same jetting specs/ratios used successfully for the past two seasons? Next in line are various potential fixes associated with radiator efficiency. After spending time messing with radiator flushes, radiator cap swaps, coolant replacements, etc., the confounding spewage often continues unabated.

Alas, the final piece of the puzzle and all too often overlooked, is head gasket failure. A leaky head gasket allows high pressure exhaust gasses from the combustion chamber to over-pressurize your motor's cooling system. This causes the radiator cap over-pressure relief valve to open and discharge precious coolant. Consequently, even a motor running within proper operating temperatures will blow coolant out the overflow hose. Eventually, the coolant level will be low enough for the bike to begin to run hot, and overheat proper. The key here is that the motor lost coolant not because of overheating, but instead overheated because of lost coolant.

If you suspect this problem, don't expect to see any fluid leaking out externally. Most times the outer sealing surface of the head gasket is working just fine, thus no external leakage. Fact is, the outer seal's job is very light duty, the difference in pressure between the coolant in the water jacket and ambient pressure being only a couple pounds per square inch (psi).

However, the inner sealing surface has a much taller task. Combustion chamber pressures often exceed 200 psi, creating a huge pressure differential. The all-too-common result is an internal leak between the combustion chamber and the cylinder coolant jacket. Thick asbestos type head gaskets, common to older machines and big bore projects are most susceptible to this type of leakage, although it can still occur in engines that employ thin metal or O-ring type head gaskets.

There are a couple of ways to diagnose this phenomena. Savvy mechanics remove the radiator cap after motor shut down and use the old sniffer to smell the coolant. The smell of two stroke exhaust is a sure sign of a leaking head gasket. Another tell-tale sign is the coolant overflow hose. Once the bike heats up and begins to spew, whack the throttle and watch the hose (a clear overflow hose is needed) to see if the overflow discharge of coolant increases markedly. This suggests that the increased RPMs are quickly pressurizing the coolant system, demanding immediate relief (via the radiator overflow).

The bottom line is that water cooled

periodically.

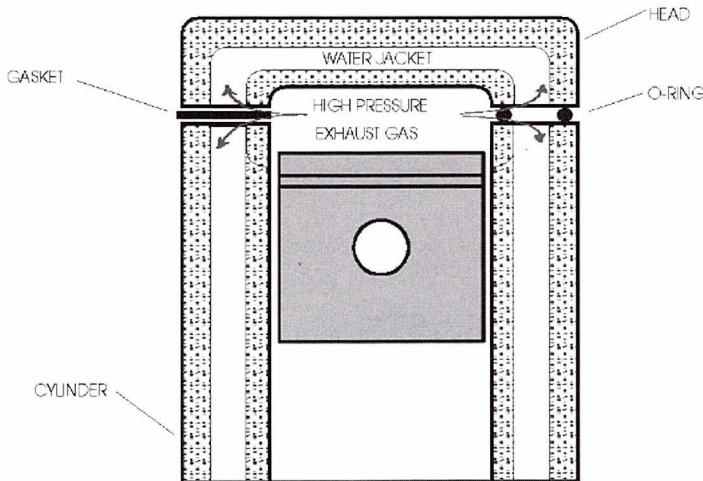
Gasket installation techniques can be tricky, and even when following the procedures outlined in the OEM shop manual, problems can occur. Nonetheless, best results will always be obtained when following the proper tightening (an even criss-cross pattern) and torquing procedures. The question is, however, what's the proper technique?

Not surprisingly, its been noted that factory torquing specs might, on occasion, be suspect. At one time a well-known motorcycle's shop manual procedures used to delineate a head torque value of something around 12 or 14 foot pounds (ft-lbs), which could and often did lead to leakage. During this same time frame, the heads on new bikes from the factory were being torqued to nearly 25 ft-lbs. Point here is that while the tech manual provides a good starting point, don't discount the possibility that other better methods might have been since discovered. In some cases, perhaps even a factory tech bulletin might have been released concerning the subject. If you find that the tech manual procedure is not cutting it, try to find out what

the dealers, or other racers, are using for your particular model bike. It may also be a good idea to remove your head bolts the first time with a torque wrench, noting carefully what the factory-tightened bolts or nuts were torqued to. If there is a huge disparity between what you find and what the manual says, start asking questions (and it's probably safe to go with the higher torque).

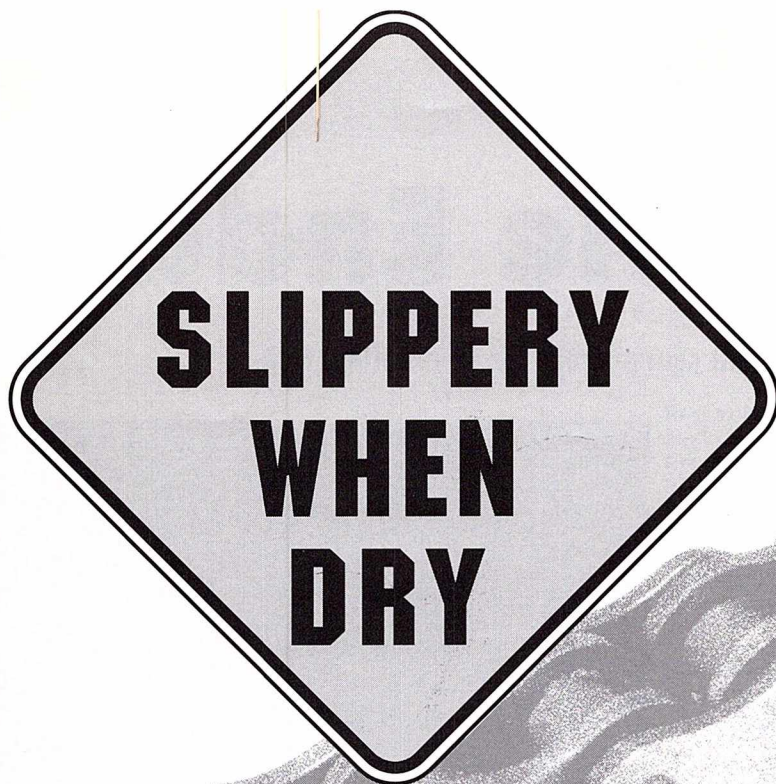
In addition to the factory specified tightening/ torquing procedures, there are however, a few tricks to better ensure a leak-free sealing. First, whenever torquing your head (or cylinder) bolts, be sure the head stay has been loosened. You'll never get a true torque reading otherwise.

Additionally, we're kind of partial to gasket treatments or sealants, although you'll find no factory tech manual suggest their use. Options include dedicated gasket treatments and hi-temp RTV silicon products. In the former category, we've had good luck with a product called Gasgacinch, typically used for automotive applications. Both the clear and orange type RTVs have been used successfully as well. When trying any type of gasket sealant, read the label and look for those that claim to be compatible with heat and petroleum-based fluids, while avoiding others that specifically exclude their use with head gasket applications. Finally, after a break-in ride, be sure to retorque the head bolts (with the head stay loosened!), following the same procedures used during the initial installation. □



engine head gaskets are finicky to install, and on top of that, a consumable part that under some riding conditions wears out quicker than the top end itself. Proper head gasket (or sealing O-rings, for bikes so equipped) maintenance will often not only solve bike overheating problems once they've occurred but prevent them from occurring in the first place.

When fighting a nagging coolant loss/overheating problem, a first step should be to replace your motor's head gasket (or sealing O-rings). Naturally, no one thinks of reusing a head gasket (or O-rings) during any type of top end maintenance, right?. Even quick-change top end jobs where the head is left bolted to the cylinder invite trouble. Again, head gaskets have a finite life and must be changed



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Green Marble Enduro

Perfect weather and a great course make for an excellent ride

by Mark Uth

Whiteford, MD 6/5

The Green Marble Enduro Riders (GMER) hosted their annual enduro this past June, an event that might soon be considered one of their best ever. Graced with perfect weather all weekend long, the GMER people did their part by laying out a challenging course, rejuvenated with miles of freshly cut trail and various constructed works that served to minimize stoppers and bottlenecks. It wasn't so long ago that the GMER club, who hold up the southern flank of the ECEA, were plagued by perennial tough weather and associated trail conditions. This year's happening, however, had organizers and racers alike just whistling dixie.

The event was again run from the Old Orchard campground located in Whiteford,

coming committee of several club members met incoming vehicles as they arrived, for a little attitude adjustment chat and waiver endorsement. The end result was well received and served to cement future access to the facility.

The positive unfolding of events was not in the least aided by the near-perfect atmospheric conditions—for the second year in a row, no less! As the run approached, there was absolutely no fear; dry summer weather without rain immediately

prior to race day would no doubt make for excellent trail conditions. Saturday proved to be unseasonably cool with sunny skies, highs into the low 80s. Sunday dawned with near perfect riding weather, mild temperatures, and a daytime haze that served to keep things even more comfortable.

Naturally the Green Marble course was to include all of the characteristic rolling grass-covered hills and fields separated by trails cut through the dense foliage. However, this year's course also made use of a significant amount of new trail, which included more than a few gnarly off camber sections along the tops of sharp ridges with potential day-ending drop offs. A great deal of bridge construction also served to span numerous rut-prone stream banks and other water obstacles. For the majority of the day, the nearly dry Maryland soil provided the most unbelievable loamy traction, churned into soft poof berms of brown silt. The numerous water crossings and morning dew did however keep riders on their toes with intermittent slickness. This author fell prey and precipitated a fairly significant pileup at the base of the first major downhill, one tenth of a mile out from the start!

Trail Boss Jeff Hoesman had laid out a course of approximately 75 land miles for the 330 or so riders entered. Following GMER tradition the course employed a two loop format with the gas stop located back at the campground. True to form, resets were found in all the right places and speeds on connector trail and asphalt were kept within reason. However, diverging



Most of the Green Marble course could be referred to as the "Green Jungle" for all the vegetation down there. Watch out for vines and poison ivy, and you'll have a great ride down south.



Smooth single track trail is the order of the day at Green Marble. If you can't have fun here, you can't have fun.

Maryland. Among the finest start areas within the ECEA series, the best of their grassy, shaded campsites on the bluffs above the Susquehanna River were quickly filled. Camping arrangements also included an expanded culinary fare in the form of an authentic southern barbecue of beef, pork and ham—all proceeds donated to the Delta Cardiff Fire Department. Last year's problems associated with pit racing and bike speeds, which potentially threatened future use of the site, were nipped in the bud via a proactive club approach. A wel-

from tradition was the club's usage of the trail that circles the campground. Historically, you could always count on GMER trailbosses to take points from riders in special tests coming into the gas stop and final known control. This year, however, both loops began with a start control, and subsequently dumped riders into formidable late sections right out of both these starts. The special test that began the afternoon loop was no doubt the club's crowning achievement for this year's enduro. It was a lengthy section of predominantly freshly-cut single track trail that wound riders across nasty off camber hill-sides, right to the edge of several steep drop offs. This section contained two late checks and saw all riders drop points.

Not unexpectedly, the course ran plenty of existing Green Marble trail, and surely would have been incomplete without the various slick stream crossings, blasting down small streams and renowned bridge tunnels/tubes in which to destroy your helmet. One notable addition to this year's run was a new spectator point, remote from the campground. Run during the morning loop, riders hacked and slashed up and down a switchback trail laid into a hillside and lined by spectators.

The length and breadth of the GMER points taking sections contributed to fairly high scoring through all classes, and served to spread out the scores as well. The battle for the overall trophy was contested by two riders with single digit scores. A250 rider Ross Benson posted the only eight point card on the strength of his two points

dropped in the long PM points taker, and was pronounced Grand Champion. Runnerup to the overall was AA rider Richard Lafferty who piloted his KTM to a nine point score. Meteor's Mike McHale filled the third overall slot with an 11 card while A250 rider Rich Shirk placed fourth overall with a 12/401 card. Rich was awarded High Point A honors as well.

Rounding out the top five overall, Mark

Grossman placed 5th O/A aboard his DMS sponsored KX250 with 12/434 points dropped. Regarding the apparent absence of Jack, Jr. and Michael Lafferty from the results, this year's Green Marble event conflicted with the King Phillip National Enduro, which was attended by several top ECEA riders.

In B class action, vet rider Tim Urban cleaned up with a 14 point card and three

point margin of victory, good for the High Point B trophy. On the tail of that win, we'd like to congratulate Tim on his promotion to the A class. B class runnerups, each with 17 point scores were KDX rider Brian Russell and B Light rider Ellis Tomlin. The High Point C prize was earned by KX250 rider Tom Stifler with a respectable 21 points down.

Once again, the GMER results sheet

Green Marble Enduro Class Results		2. Craig Cossaboon	Kaw 13	2. Dave Waltz	Kaw 15	2. Jeff Feltes	Hon 32	3. John Parkinson	Kaw 31
Ross Benson	Suz 8	3. Steve Leatherwood	Yam 13	3. Stewart Crouch	Kaw 15	3. Blair Kolbeck	Hon 34	4. Peter Burnett	Kaw 34
Grand Champion		4. John Rogers	Yam 14	4. Gene Garron	KTM 16	4. Frank Lillo	Hus 39	5. Glenn Eggert	Kaw 40
Rich Shirk	Kaw 12	5. Michael Collins	Kaw 15	5. Ed Queitzsch	18	5. Cris Nauta	Hon 92	C 250	
Low Point A		A Four Stroke		AA		B Open		1. Thomas Markus	Kaw 31
Tim Urban	Yam 14	1. Todd Reder	Suz 13	1. Rich Lafferty	KTM 9	1. Dave Mealing	KTM 22	2. Sean Kinley	Suz 34
Low Point B		2. Barry Crone	Suz 15	2. Mike McHale	Yam 11	2. Bill Aaroe Jr.	Hon 23	3. Skip Stoner	Suz 34
Tom Stifler	Kaw 21	3. John Cushing	Hon 16	3. Marc Grossman	Kaw 12	3. Mike Arendasky	Hon 24	4. Victor Schiavone	Kaw 36
Low Point C		4. Darrin Russell	Hon 20	4. Dale Hiles Jr.	Yam 13	4. Rich Kline	Hon 25	5. David Morehouse	Suz 37
Teams		5. Paolo Landrini	Hon 21	5. Ed Hamilton	Kaw 17	5. Kevin Reed	Hon 26	C Four Stroke	
1. CJCR Good	80	A Open		B 125		B Senior		1. Jim Blair	Hon 29
2. DER #1	89	1. David Jobes	Hon 13	1. Ellis Tomlin	Yam 17	1. Jim Neiswender	Yam 33	2. Robert Tompson	Hon 33
3. DER #2	100.3561	2. Ken Yankowski	KTM 14	2. Vic Rovani	Yam 21	2. Craig Burfield	Hon 34	3. Kevin McBride	Hon 39
4. CJCR Bad	100.42	3. Larry Poplin Jr.	KTM 17	3. Randy Ferman	Hus 21	3. Peter Wright	Kaw 35	4. Dan Chavis	Yam 41
5. BER #1	104	4. Kevin Kuenzner	KTM 18	4. Craig Copeland	Suz 25	4. John DiObilda	Kaw 39	5. Jerry Dilks	Hon 47
A 125		5. Denny Scotten	KTM 19	5. Paul Blackwell	KTM 25	5. George Potts	KTM 42	C Open	
1. Donnie Simone	Kaw 13	A Senior		B 200		B Super Senior		1. Marshall Rose	KTM 24
2. Brian Smith	Hon 16	1. Rick Pino	KTM 17	1. Brian Russell	Kaw 17	1. Lindsay Pirie	Hon 54	2. Dave Groemm	Kaw 26
3. Pat Emmons	Yam 20	2. Wick Wickline	Suz 20	2. Jim McCommon	Yam 19	2. Gordon Fluke	Hus 59	3. Tim Saville	Hus 29
4. Skip Montana	Suz 22	3. Dave Barlow Sr.	Kaw 21	3. Ron Lucas	Kaw 25	3. Tim Stibitz	Hus 90	4. Steve Guers	KTM 31
5. Bob Agonis	Hus 31	4. Bill Atherholt	KTM 23	4. James Cook	Kaw 30	4. Don Culbertson	Suz 132	C Veteran	
A 200		5. Burnett Wilson III	Yam 25	5. Mark Garrity	Kaw 31	B Veteran		1. Scott Sladovnik	Hus 39
1. Steve Reed	Kaw 15	A Super Senior		B 250		1. Terry Tucker	Kaw 19	2. Han Van Het Hoen	ATK 42
2. Mark Marcin	Kaw 18	1. Charles Stapleford	Kaw 18	1. James Wright	Suz 20	2. Robert Kozacheson	KTM 20	3. Mark Raymond	KTM 43
3. M. Dean Spencer	Kaw 20	2. Jack Lafferty	KTM 20	2. Michael Boyer	Yam 24	3. Mark Uth	Yam 22	4. Donald Sharp	Hon 49
4. Tim Steese	Kaw 27	3. Ralph Wickersham	Yam 20	3. Scott Lewis	Kaw 24	4. Steve Mason	Suz 22	5. Donald Johnson	Kaw 49
5. Robert Morris	Kaw 30	4. Bruce Triplett	Kaw 22	4. Jim Rink	KTM 28	5. Greg Davies	Kaw 23	Masters	
A 250		5. Pete Parlett	KTM 31	5. Dan Compton	Kaw 28	C 200		1. Dan Van Driel	Kaw 65
1. Jim Franks	Suz 12	A Veteran		B Four Stroke		1. Todd Lockhard	Kaw 28	2. Ed Baker	Hon 67
		1. Hank Stankiewicz	Yam 13	1. David Baldwin	Hon 21	2. Marc Streagle	Kaw 29		



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bucked convention by listing top scores logically as "Low Point" finishers. Awards for all top finishers were the fine looking GMER plaques made from the characteristic triangular slabs of marble tile. Awards pretty much followed ECEA convention with trophies stretching through 10 places in the C class, five+ places for top B finishers and three places in the A class. The club also provided an ample number of contingencies that included various chemicals, gift certificates and the like.

The post race blotter revealed absolutely no negative feedback. In fact many riders and organizers alike lauded the new trail and overall carnival atmosphere, not in the least bolstered by the camera crews throughout the trail who filmed the event. If you haven't had a chance to view the results of the onslaught, we recommend it highly to anyone who has ridden the Green Marble event this year or any year (Eastern Video Productions, (215)752-9680). Again we'd like to extend our thanks and congratulations to all GMER members, family and friends for an excellent time. Club officers Greg Rolf (President), Joe Epperson (Referee) and Paul Anderson deserve special mention for their efforts and hospitality. In all, this year's ride came off without a hitch and provided bunches of grins and giggles. □

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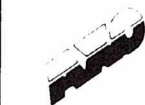
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Blue Ridge #1

What happens when you mix dirt and water?

by John Capewell

Martinsville, VA 5/1

Ask anyone who rides regularly and they'll tell ya' that it doesn't take a rocket surgeon (close relative to the elusive brain scientist) to figure out that there just ain't no constants in East Coast trail riding. Something is always changing, no matter where you ride or for how long the motor putts. Southern California may be the home of off-road racing and the eternal summer, but the eastern seaboard states, so it seems, own the most combinations of terrain and weather variations on the planet. At the risk of boring you all with yet another story of the storm-from-hell experienced from Virginia to Maine this past winter, the always adventuresome Blue Ridge Trail Riders put on a memorable event despite the now easily-predictable downed trees and lost trails.

Martinsville Virginia, located on the eastern edge of the Blue Ridge Mountains, is home for two of the VCHSS's events and is traditionally known for its length (usually around 14 miles), loose trail rocks, gas lines and creek crossings. This year, the BRTR cut the course almost in half and added several new sections to work around the previous year's ruts, that had grown to canyon proportions, as well as to skirt the newly downed trees. Unfortunately for several of the AA, A, and B class riders, after a corner or two was blown, lots of people spent too long on the old trails, meeting up later and unexpectedly with riders on the

correct ones. I'd have paid good money to get an audio tape of the ensuing conversations at those junctures. Several protests were voiced but the course marshals and trail bosses insisted that the old course was longer, thereby giving no one an advantage. Adding to the rider's entertainment was a steady rain the night before the race, ending just a few hours before the Mini event, which turned the old clay trails to the con-

root-infested climbs and creek crossings littered with Teflon-coated rocks of monumental proportions. If rocks had parents, there'd be some shotgun weddings generated from the all-to-often intimate encounters with VCHSS rocket pilots. It just don't get any better than this - two-plus hours and forty some-odd miles of fun. There wasn't a clean number plate or goggle in the house after this one. I'd like to add a special thanks to the folks in the BRTR who bulldozed the new parking area. It was a genuine pleasure to be able to park and set up near the action. Prior seasons which required walking a half mile of fire road in at least partial riding gear, to get to a rider meeting, really sucked. Good work guys!

Brian Hess, this years #1 VCHSS rider did something he rarely does, he shared an overall finish with another rider, Robby Deal (#5AA). Only George Greer (#2 AA), Dwain Miller and Roland King (#4AA) have managed that accomplishment in recent history. Despite his hole shot, Brian slipped into third place on the first lap after a couple blown corners and Robby's quick and fluid riding style kept Brian one minute back from his lead for the remaining laps. After the race, comments by some of the more experienced B riders included observations of their inability to discern that Robby was approaching until they heard a short blast from the KX as it sped past. On the other hand, Brian's heavily altered Kawi and quick on-the-throttle style are known by most who, by the sound of him coming, get a fair warning of his approach. By lap three, Brian had climbed back into AA first place, passing Rick Roman (#3AA) who finished second.

250/500 A action included a first lap that only separated the top five riders by 55 sec-



Overall winner Robbie Deal unloads a ton of roost on his way to a 2:05:20 victory for the day.

sistency of orange snot and the new stuff to brown paste. Absolutely perfect riding conditions for a hare scrambles in the mountains.

Even if the faster riders didn't get the chance, the spectators were treated to the visual sights of the Blue Ridge Mountains which included spectacular forested hills, several old log cabins, and seemingly infinite gas lines (the mountain version of power lines) that cleared the woods down to the dirt. The riders on the other hand were greeted with a starting gate that faced virtually straight down a 500 foot hillside, lots of winding, narrow,



Daryl Allman slips his rear wheel out of the berm, and is about to taste the forest floor.



Michael Fortin rides one of the few KLX's in the VCHSS, although he didn't appear in the top five results for Blue Ridge.

onds, and a finish that split just 15 seconds between first place, Mike Roman and second place Westley Moran. Mike and Westley also finished three and four overall for the day. After three events, Mike also leads Westley by just four points in the standings.

In the Vet A class Danny Morrison (#301) completed a three-peat and fought handlebar to handlebar with Darryl Campbell (#302) all the way to the finish line. The largest split between the two occurred on the second lap where they were scored just four seconds apart.

Stacy Jones took top honors in the 200B class beating out James Bennet by just over one minute. Stacy holds a 12-point lead in the class standings over Chris Baggett (#410) who is in second place. Scott Ellinger (#504) picked up valuable points by finishing as the top 250/500 B rider one minute ahead of Randall Ellison (#506). Scott and Dean Ingram (#511)

swapped the first place spot during the early laps but got separated by Randall on the last lap. Chris Main jumped out to a quick lead in the Vet B class and stayed there right to the finish line as the only Vet B rider going four full laps. Tim Norris (#607) finished the day in second place and is now just 10 points in the standings behind Chris. The 4-Stroke gang, always known for their characteristic thumpers and quick lap times, produced another first place finish for Glen Holcomb (#708). Glen led the pack from the starting lap but was closely followed by Joel Burgess (#701) who finished second four minutes back.

Frank Phillips (#801) pulled a four-minute lead over the rest of the 200C class on the first lap and stayed there ahead of second place finisher John Geiman (#805). Frank and John hold first and second place point standings in their class as well. A.J. Winstead (#902) completed a repeat first

place finish just 1.5 minutes ahead of Scott Sebring. A.J. and Scott ran close for the first lap or so but by the third lap A.J. had put more than a minute between them. The Senior class produced a classic battle between Robert Cox (#85) and Graham Kenan (#1S) with no more than 30 seconds splitting the two and found their finishing times just 5 seconds apart. With the long awaited return to racing by Messrs. Daniel Morrison (#1M) and Stan Norris (#2M), the VCHSS added a Master Class to the roster for this event. Stan got the best of Daniel this time but I'd be willing to bet that they'll be back at it again soon to go best two-out-of-three.

The VCHSS holds an early event, just prior to the main race for the 100 Class riders. I hesitate to call them by their class name, Mini's, because some of the fastest riders are in there. Jason Greer, who completed last year just one race shy of a perfect season, finished the Blue Ridge short course for another first place finish. Jason, known by all of the series to be one of the quickest riders around on his Yamaha 80, is also one of the smoothest and most consistent riders. This event, he completed six laps, varying his time no more than four seconds on any lap except for the fourth, where he kicked up the pace and dropped 12 seconds off. The "Mini" class is a great place for the kids to begin their riding careers and develop the skills needed to compete on the bigger bikes. □

Blue Ridge #1

Class Results

Overall

Robby Deal

AA

1. Brian Hess
2. Rick Roman

200 A

1. Daniel Morrison
2. Timmy Mitchell

250/500 A

1. Mike Roman
2. Westley Moran
3. Mark Allman
4. Daryl Allman
5. Kevin Campbell

Vet A

1. Danny Morrison

2. Darryl Campbell

3. Gil Griggs

200 B

1. Stacy Jones
2. James Bennet
3. Shannon Hunter
4. Chris Baggett
5. Mike Bakken

250/500 B

1. Scott Ellinger
2. Randall Ellison
3. Dean Ingram
4. Tracey Crawford
5. Kelly Allen

Vet B

1. Chris Main
2. Tim Norris
3. Greg Stallard

4. Mike Anglin

5. Sam Miner

4-Stroke

1. Glen Holcomb
2. Joel Burgess
3. David Baldwin
4. Roger Puckett
5. Eddie Young

200 C

1. Frank Phillips
2. John Geiman
3. Joey Woody
4. Mike Capewell
5. Keith Murphy

250/500 C

1. A.J. Winstead
2. Scott Sebring
3. Richard Houston

4. Walter Mitchell

5. Eddie Grant

Senior

1. Robert Cox
2. Graham Kenan
3. R.E. Wick
4. Howard Roquet

100

1. Jason Greer
2. Josh Bell
3. John Newell
4. Nick Nestor
5. John Kelley

Master

1. Stan Norris
2. Daniel Morrison

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Tidewater 100

Stamina is the name of the game at the Tidewater

by John W. Capewell

Surry, Virginia 5/15

For the first time this season the Virginia Championship Hare Scrambles Series ventured to the eastern end of the state, into Surry County. The Tidewater 100 track is located just off the James River, directly across the street from the area's most noteworthy landmark, the Surry Nuclear Power Station. The terrain in this area is mostly flat, consisting of a mixture of sand, clay, and creeks, with occasional rolling hills that climb about 15 feet on a good day.

What the Tidewater race is historic, if not infamous for, however is the notoriously deep creek crossings and physically demanding course layout. Gangbuster speed and riding consistency are quickly replaced by the need for agility and stamina for this event. Because of its close proximity to water level, Surry is also usually very wet. However, this year's event was relatively dry, in-between the creeks, and it produced complete "dust-outs" for riders who were unfortunate enough to start somewhere back in the pack.

The Tidewater 100 ran a course of 6.3 miles consisting mainly of revived older trails, new connecting sections, and the ever present multitude of water crossings. The completely bottomless bog which was introduced in last year's race was reused for this event with similar results ... plenty of dismounted riders and bikes that became unrecoverably mired in the muck.

If the rocket pilots survived that, a wide open (but short) section followed where they could give way to the need for speed. However, if they forgot the warnings given out at the rider's meeting and ignored the half dozen or so "Xs", they also got to stare down the throat of a 10-foot wide jump across yet another creek (with a bridge provided for those who paid attention to the arrows). Chest plants, brown water oyster dives, and endos resulted for the guys who took the adventure with insufficient speed or panicked and hit the brakes too late. Fortunately, spectators were available to assist the brave-but-unfortunate out of the mess and no serious injuries were sustained (However, I understand that the home video shot at this hole goes up in value after each viewing).

The TDR also invited a local cable TV station to film the event for broadcast on a weekly show called "Tidewater Amateur Sports." The video guys got there early

enough to get the Pee-Wee race and the Minis, but had to leave soon after the start of the main event. The VCHSS and TDR got a good plug from three minutes of air time combined with lots of enthusiasm from the taping crew and commentator. Making it to broadcast were pieces of the Mini race and the start of several of the main event classes.



Overall winner and VCHSS Champion Brian Hess tears up some sand on his way back into the woods. Brian seems to have the ability to win at any race course Virginians can construct.

Finishing this race in the Overall position was Brian Hess, riding his Mark IV Kawasaki to its third overall victory this season. Brian has picked up several new and returning sponsors this year including Havoline,

Neeley Racing, Oury Grips, Works Enduro Rider, Scott USA, C. Eugene Compton, Jerry's Trucking, Underware Glove Liners, and Metzeler Tire. George Greer, of Smithfield Virginia, rode his Casey Cycle City Honda hard and stayed right on Brian, finishing second overall and first in the AA class. In the 200 A class Daniel Morrison completed a three-peat of first place finishes while Mike Roman wrapped up his third first place finish out of four events in the 250/500 A class just ahead of Andrew Williams of Portsmouth Virginia. Danny Morrison, riding in the Vet A class finished first as he has in all four events this year. Stacy Jones, who leads the 200 B guys in the points with three firsts and a second place finish won his class again. Scott Ellinger, who is tied with Thomas Gibson in the 250/500 B class finished in first place just ahead of Thomas. This was Scott's second first place finish in a row. Tim Norris, who leads the Vet B pack by just 6 points, after 4 events, came in second this race behind Bobby Wilt who had his best finish of the season. Bobby is now in third place in the Vet B group with this class win.

Robert Cox and Ron Hale, of the Senior class, swapped places once again for this race, this time with Ron coming out on top. Robert and Ron are in first and second

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place in the points standings in their class as well. Glen Holcomb, one of the few four-strokers around capable of getting the best of Joel Burgess, did it again this race. Joel, always a tough contender, came in just behind Glen in second place. Only a handful of points separate these two guys but there's six more events to go. □

Tidewater 100
Brian Hess
Overall Champion
AA

1. George Greer
2. Rick Roman
3. Robby Deal
4. David White

200A
1. Daniel Morrison
2. Timmy Mitchell

1. Mike Roman
2. Andrew Williams
3. Tony Lambert
4. Westley Moran
5. Monte Orr

Vet A
1. Danny Morrison
2. Darryl Campbell

200B
1. Stacy Jones
2. James Bennett

3. Chris Baggett
4. Larry Lewis
5. Mike Bakken

250/500B
1. Scott Ellinger
2. Thomas Gibson

3. Paul Sandridge
4. Tracy Crawford
5. Kelly Allen

Vet B
1. Bobby Wilt

2. Tim Norris
3. Robert Galyon
4. David Clark
5. Mike Anglin

Senior
1. Ron Hale
2. Robert Cox

3. Graham Kenan
4. Howard Roquet
5. R.E. Wick

4-Stroke
1. Glen Holcomb
2. Joel Burgess

3. Shawn Donahue
4. Brian Blacka
5. Andy Phillips

200C
1. Mike Bouma
2. Frank Phillips

3. John Geiman
4. Joey Woody
5. Steve Brady

250/500C
1. A.J. Winstead
2. Scott Sebring

3. Jody Boyle
4. Travis Williford
5. Eddie grant

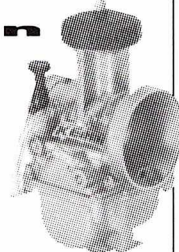
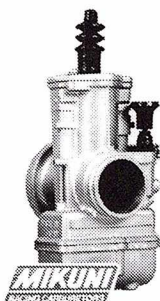
100
1. Jason Greer
2. Brian Bouma

3. Tony Bonanno
4. John Newell
5. Donald Viars

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Jerry Bernardo



The adventures of a horribly scarred young boy

TR Interview by Paul Clipper

I hate to do interviews. Somehow, a long time ago, I got the idea that if you were going to take up your reader's time by feeding them a long, laborious interview, you had better make damn sure the person being interviewed had something to say, something valuable to give the reader in return for his labors.

Sadly, that's not often the case. And it's far from the case when you extend the rule to Jerry Bernardo. But the fact remains that people want to know about other people, and the magazine interview format is a standard way to do it, so here we go.

Jerry Bernardo, host of *Motoworld 2* on the cable TV network ESPN2, is a most amazing person. He is exactly what you're trying to keep away when you studiously avoid making eye contact with an obviously mentally deranged beggar on the street. You know the beggar is going to come right up into your face, shouting for money, food, booze or dope, or spouting some sort of twisted philosophy or paranoid raving in your face. This is the best way to describe Mr. Bernardo. He will lurk in the corner, avoiding the crowd, but if pressed he will light up like a highway flare, and launch into a demented monologue like a video-age Neal Cassady. He will spill food, drop things, drool all over himself and shake like a blender full of bird shot, and then when the moment's over he'll break into an ear-to-ear grin, laugh a couple of beats, and then shuffle off into the corner again.

I like to tell people I knew Jerry when he was really wild, but they don't believe me unless they knew him too. Cut to the late '80s, at a NETA hare scrambles, where Jerry would be standing at the riders meeting and all of a sudden this...fluid...would start running out of his pants. And out of his mouth. And then he would drop to the

ground and start thrashing around like God's own St. Vitus Dance, while this...liquid...would be squirting all over the crowd (and it was really only Gatorade from his Link Drink). Then he'd laugh, get up, and saunter over to his bike, with his pants sinking lower with every step.

He doesn't do any of this anymore. At least not every day. And when he does, he does it on TV...for money.

People don't see the private side of him, though, and I've seen that a lot. He has an almost infuriating habit of giving away things. You give him something, and although he'll be thrilled to have it, if he thinks of someone who'll like it more than him he'll give it away in a heartbeat. He does this with clothes—many times I've watched him give away a T-shirt he was wearing, and walk away bare-chested—riding gear, money (although he's rarely had any), and food. I gave him 10 pounds of fine pasta as a going away present when he left for California, and he couldn't rest until he split it up among his family members.

He was teamed with a pair of girls while working at the Nevada Rally last year, and to say they were apprehensive would be understating the case. They got their money's worth of verbal abuse, and almost couldn't walk at the end of the day from laughter, but he took care of them like a mother hen; bringing them food, drinks, little presents, and doing any chore they needed done...and never once making a pass or acting like a jerk.

But that's just the way Jerry is. I find myself saying that a lot to people who don't know him. His idea of a great time is to stay at home and cook dinner for you; watch bad TV. Oh, he may go off and start doing something completely loony in the middle of it, but that's the chance you take.

His show, *Motoworld 2*, takes advantage of the loony side, and they know they've

found a hot property. For when you point a camera at Jerry and turn on the lights, he does not shrink from the evil eye. He will go off like a hot bottle of seltzer water, and if the cameraman apologizes and says "Jerry, I didn't get that, can you do it again?" he'll just shrug and light up again when the camera goes on, maybe doing something completely different, but just as good, and all without script or forethought.

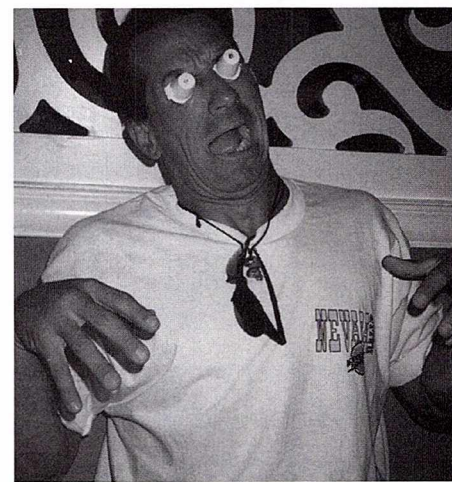
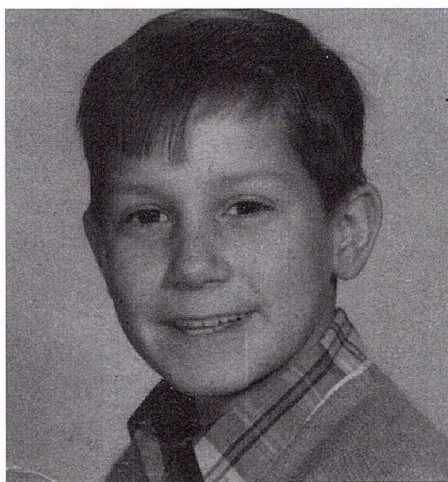
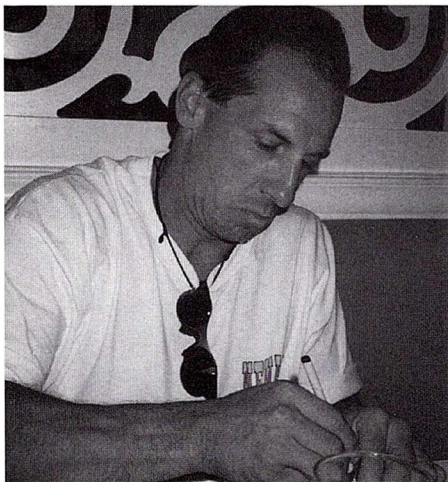
He's a natural. And the first time I met him I knew he'd be on TV one day, and was immediately envious of his raw talent. He is also an artist, a painter of pictures, a demon with a silk-screen frame. If he could type I'd go back to painting houses for a living, he's that good. You only see a tenth of him on television, and you'll only see another five percent here, but that's the limit of the media, as we know it. The only way to really get to know him is to meet him on the street...and if you do, be ready for anything.

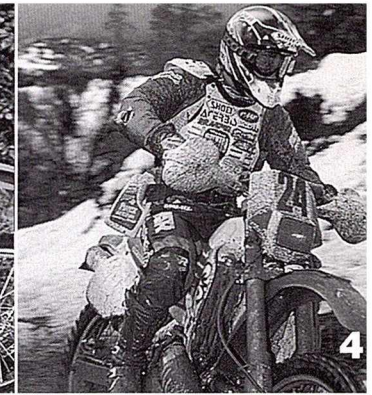
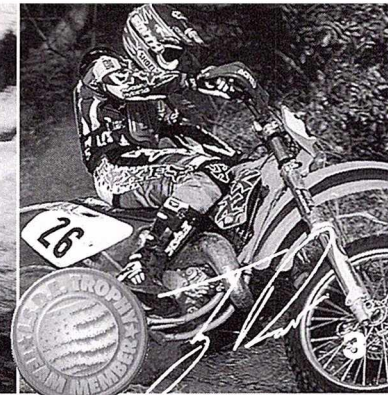
TR: Let's see, in two hundred words or less, where did Jerry Bernardo come from? And why?

Jerry: Well, there's a place called Boston, where they make baked beans. And a Swedish girl and an Italian guy rubbed together, lo and behold I popped out. It was pretty ugly. It was an East Boston birth. I told the doctor "Hey, get your hands off my mother!" My whole life has been a constant struggle trying to determine how much coffee to drink or to not drink at any one given time.

TR: When did Fah-Q Racing come into awareness?

Jerry: Seven years ago the luxurious Fah-Q regime was conceived in my mind based on T-shirts, food, sex and dirt bikes. I stole the name off the license plate on the car at the beginning of Texas Chain Saw Massacre II. It said "FAH-Q." I said, "Damn, that's a



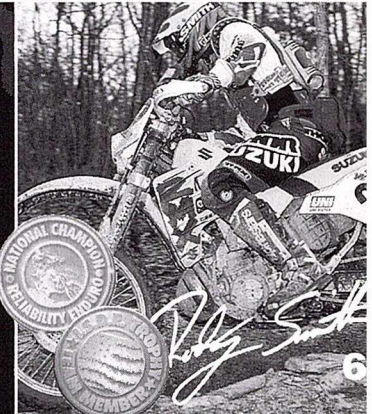


The World's Most Powerful Off-Road Team!

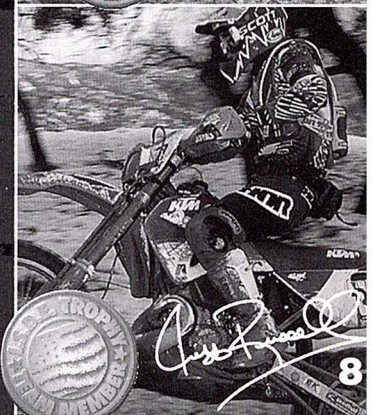
The list of members reads like a who's who of the country's top off-road riders. That's because it is.

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Below is our list and some recent overall wins, look for most of these guys at the ISDE.

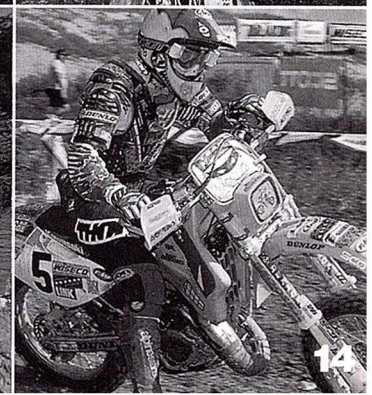
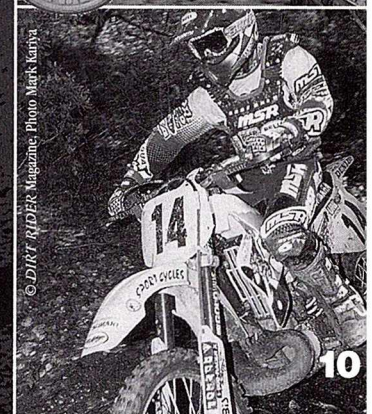


- 1. Guy Cooper/Suz**
Ocala Cross Country 1st O.A.
- 2. Larry Roeseler/Kaw**
Adelanto Grand Prix 1st. 125 pro & Open race
- 3. Ty Davis/Kaw**
Adelanto Grand Prix 1st 250 pro, 1st O.A. Pro race
Minden, NV National Reliability Enduro 1st O.A.
Wendover, UT National Hare & Hound 1st O.A.
Tecate Enduro 1st O.A., '93 ISDE Top American
- 4. Kevin Hines/C.R.E.**
Colinga National Enduro 1st O.A.
Wrentham National Enduro (King Philip Nat.) Mass 1st O.A.
Rose City National Enduro 1st O.A.
- 5. Steve Hatch/Suz**
Arizona National Enduro 1st O.A.
Texas National Enduro 1st O.A.
Massachusetts National Enduro 1st O.A.
- 6. Rodney Smith/Suz**
Hurricane Mills, Hare Scrambles 1st O.A.
Hollister Hills National Hare Scrambles 1st O.A.
Redding National Hare Scrambles 1st O.A.
4 National Reliability Enduro Wins & Championship
- 7. Joey Hopkins/Kaw**
Alligator Enduro 1st O.A.
- 8. Jeff Russell/KTM**
'92 National Enduro Champion
- 9. Kelby Pepper/Kaw**
- 10. Duane Connors/Yam**
- 11. Paul Krause/Kaw**
- 12. Doug Blackwell/Kaw**
- 13. Chris Smith/Hon**
- 14. Tom Norton/Kaw**
- 15. Destry Abbott/KTM**
- 16. Dan Ashcraft/Hon**
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- 20. Jeff Fredette/Kaw**
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fine name for a race team..." Formally, the Bellingham Dirt Ball Dirt Bikers, now turned into Fah-Q Racing, internationally recognized squad of pelvic abuse and 1-900 numbers.

TR: Let's cut to the chase now. How did you come into national prominence? In other words when did you first meet me?

Jerry: I saw the silver fox, the man the legend, himself Paul "Clippless" Clipper, at the Wrentham two-day perched upon a hill waiting to photograph Kevin Hines in a bored fashion. And I walked up to him and I introduced myself to him. And he said don't bother me I'm gonna take a picture. And that was it. I went up to him—I have this tendency to, that's how I meet people. I fake that I already know them. I just go up and start talking to them. Though I have a problem doing this with attractive women. Because they possess the one thing I desire the most and that's

TR: When this all started did you have a plan for the future set? Did you know this was going to happen to you? I mean, I knew it was going to happen....

Jerry: This being?

TR: This being ESPN2, national prominence, full-TV mega-star treatment, free lunch, free test bikes from Dirt Rider. I knew it was going to happen before it ever started. I may have mentioned this before....

Jerry: I had no idea. I was basically in a paint fume daze. I...really, you know it was just a day to day thing. If I woke up, I was psyched. That was it. I had no idea really, in all honesty, though I hate that phrase.

TR: Immediately after I met you, I would tell anyone who cared to speculate that you were one day going to be famous, and they would say "What, that asshole...?" Do you mean to tell us now that you had no ambition to some sort of stardom when you started harassing me on the phone, and then Dirt Rider, and then Motoworld?

Jerry: After a million log-heads say things to you like "You should do something with your talent," or "If I had your talent I'd be rich!" you tend not to listen. Hell, if I was a geek like them, I'd clean fryolators at the Gay Nineties in downtown Med Vegas.

TR: You had a brother, Frankie, what happen to Frankie?

Jerry: Frankie, my little brother. Frankie's no longer on this planet. Frankie was a wild and reckless youth. His life was surrounded with ingestion of many many things, including alcohol and experimenting in drug land. He liked to fight and pour concrete, usually at the same time. But, going right to the top of the ladder, Frankie and his buddies did everything, and they said "Hey, let's do some heroin." Well, you and I both don't know this but when you're on heroin you're very close to death anyhow, so you shouldn't fall asleep. At the end of the night's partying and

needle-dart festival, he said, "Uh, I'm going to crash" and they all go "Okay," and he just went in and laid down and damned if that grim reaper didn't cruise by and say "Check, please." And his buddy went in the next morning and kicked him and said "Hey, I'm going to get some breakfast, you want to go?" He kicked him again and he realized Frankie had been reduced to a lifeless corpse at this present time. You know, it wasn't a horrible death—crushed by the combine jaws of a tractor in Omaha, say. He just fell asleep and never woke up.

TR: How did his death affect Fah-Q, and what you did? What you do.

Jerry: Well, all I can say is, before I answer that question, is I think he's wrenching for God now. And I think God rides a two-stroke KTM. But, how did his death affect us. Of course, immediately there was much sorrow and sadness and all that, which is a genuine reaction. But I figured I could lead the charge, everyone looked at me as his brother, one of his two remaining brothers, and they're all bummed out and all this, and I said screw it, I'm going to turn this into power and stand strong and rather than cry and go "Oh, you know, he's dead, Oh my God, I can't, I'm reduce to emotional rubble!"

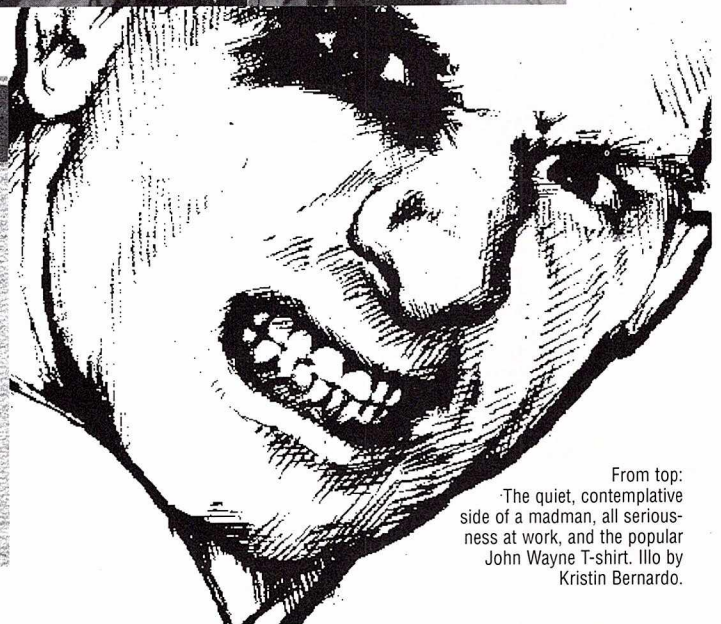
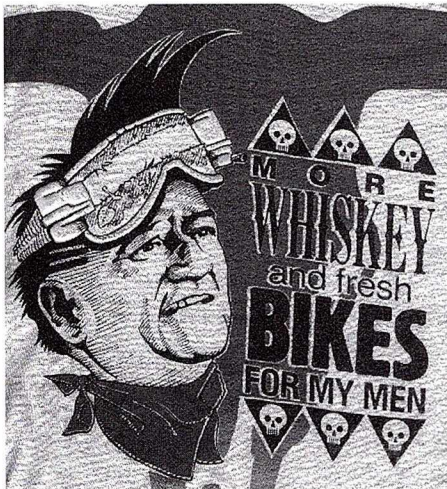
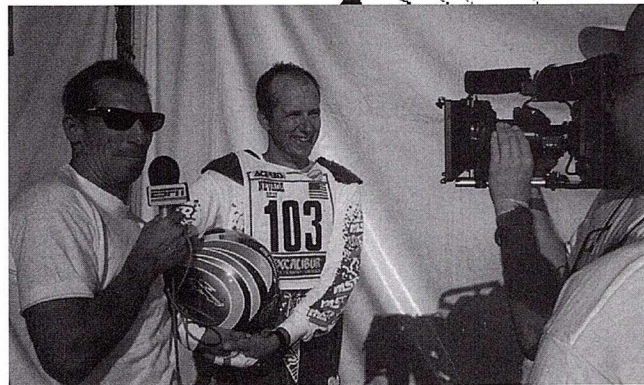
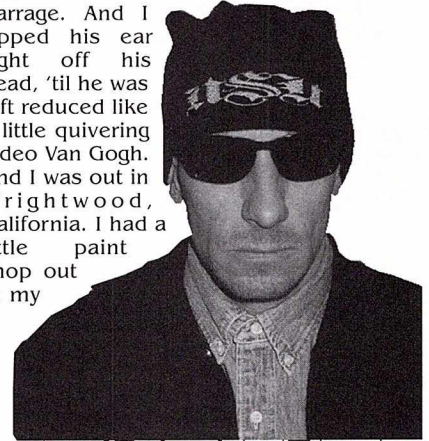
I just remembered all the really funny stupid things we did together, and I drew off of that. And I still continue to do that to this day. Then he turned into a T-shirt figure, when every time we had our party shirt we'd put in memory of Frankie Bernardo. And when I race and I'm totally sucking wind, he chants in my ear twist that f—ing thing you pussy. I go, "Just hang on, it's a little dangerous right here. I'll twist it in a minute..." Even in my first desert race when I went out on the fourth loop, I left the pits and I go, "It's me and you Frankie, come on, help me get through this one." And that's the truth.

TR: So from a small paint shop in Millis you woke way

up to the big time. How did you manage that?

Jerry: Well, I wanted to sleep around, but no one would have me due to my horrible facial scars and swelling pustule lumps and the viscous bolus that constantly drips out my mouth. Actually it was my buddy Joe Colombero from Suzuki. He had my business card and my hair was stuck straight up like the goof-ball that I am, and he gave it to Ed Coughlin at Motoworld and said "Hey, you should do a little thing on this crazy helmet painter. It would be good." And Ed Coughlin called me up one day and said, "Hey, what's up, Jerry?" And he claimed I was sleepy, and I was kind of an asshole. Cause I was like, "Oh yeah, what's up?" In my p.o.'d phone voice.

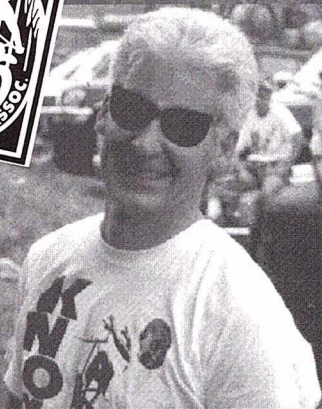
The minute he said "Moto-world" I went into full-on verbal barrage. And I ripped his ear right off his head, 'til he was left reduced like a little quivering video Van Gogh. And I was out in Wrightwood, California. I had a little paint shop out in my



From top: The quiet, contemplative side of a madman, all seriousness at work, and the popular John Wayne T-shirt. Illo by Kristin Bernardo.



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yard, and they came up. Him and Dan Walsh, cameraman extraordinaire and extremely huge person. Lover of Pizza. They filmed me and they said just be yourself. I went "Really, I can?" I did, it was fun. Then I cooked them chicken scampi and cheese cake, sent them on their way.

I opened the door for Ed. Said "Here, let me get the door for you in the car." He goes, "Jerry, Jerry, I'm going to run the spot, you can quit sucking up to me now." Then when that footage got back to Seals Communication in Atlanta, they had been toying with the idea of starting a new show called Motoworld 2, because Motoworld 1 is like some prehistoric racing newspaper that makes you fall asleep, like Valiums on a late Sunday afternoon. They're all laughing so hard in edit bay three that Scott McLemore, my now-producer and buddy, called up Lou Seals from his office and goes, "Hey, you got to come down here and check this out."

"TV? I had no idea. I was basically in a paint fume daze. I...really, you know it was just a day to day thing. If I woke up, I was psyched. That was it."

And they're all sittin' in there and he just pointed and he said, quote, unquote, "There's your host for Motoworld 2." And Lou called me up and said "Would you like to host Motoworld 2?" And just the thought of saying no never crossed my mind. I didn't even care if there was money involved. I was like, "Oh yeah, cool. I can do monologues and they'll film me. This is great!"

TR: So that was last year at the Nevada Rally. We got the fax on the fateful rest day in Ely.

Jerry: Yeah, we got the fax at the office there at the community center. And we were stoked. That was the official invitation to be the host of Motoworld 2. And since then it's been an upward roller coaster.

TR: So what do you do now? I mean explain what you do. What is your life...

Jerry: I'm a monologist, I do monologues. My life...

TR: Describe what a week is like.

Jerry: Okay, a week for Jerry. On Monday I get up and I paint helmets. No, on Monday I get up and I go to a gym and then I paint helmets. Then I eat and then I go to bed. Tuesday the same. Wednesday the same. Thursday you know it, the same. Friday I get up at about four or five o'clock in the morn-

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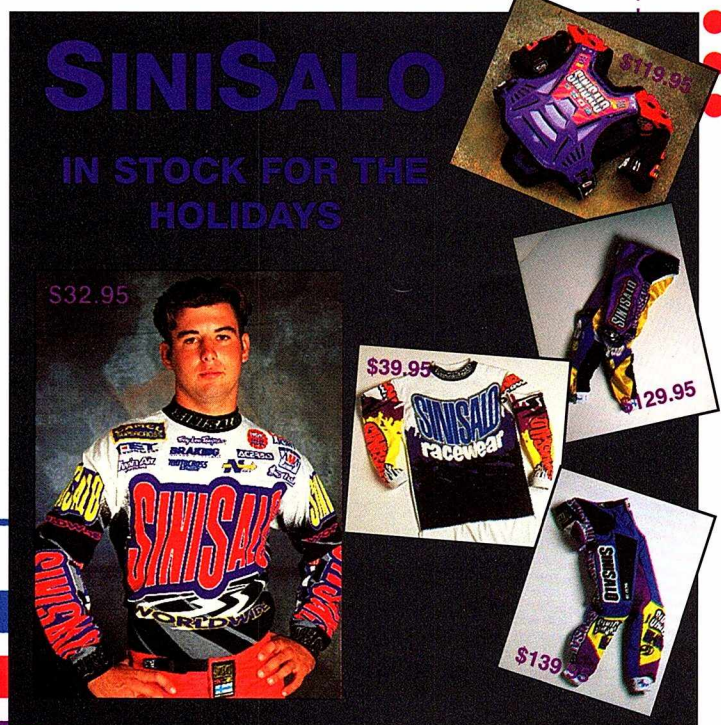
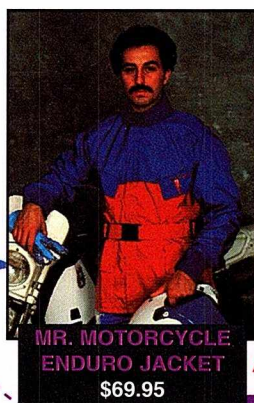


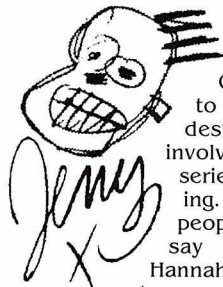
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ing. The shuttle picks me up, I jet down to Ontario Airport and I fly to a previously decided destination. Now I'm involved with the supercross series doing floor announcing. There's not very many people in the world that can say that they took Bob Hannah's job. Though this was not a conscious effort on my behalf, I was offered his position. Which isn't missionary.

TR: Why is that, did he not want it?

Jerry: Well, no; well, times are a-changing and ESPN pretty much did, in all honesty, put in a request for younger talent, new faces. No offense to Larry Maiers and/or Bob Hannah. But, you know, like, they've been around for ten years. They're grey, they're old, it's time to get with the program. I mean, it took four years for Seals Communication to realize it's the ninety's. So Hannah lost his job at Suzuki, and I guess his requested price for Motoworld went up and Lou said NOT. So, out with the old, in with the new.

TR: OK, so then what happens, you're on Saturday now.

Jerry: Yeah, Saturday. I'm at a supercross race. We go and I hang out with Art Eckman who is now my buddy and field producer, and my cameraman. We cruise around and we interview people like Jeremy McGrath, Damon Huffman, Mike LaRocco, Steve Lamson, all the big dogs. And we just do little interviews asking about the last week's race, and you know, what are the plans for you. Just dink around and cruise around. I

terrorize people and monologue them. When the racing starts, I do floor interviews with heat race winners, last chance qualifiers. Then into the main, whoever wins I ask them two questions and all this footage goes to the Supercross Series, which will be broadcast on ESPN through Seals Communication. SEALSCO as it's affectionately known and loved in Peachtree City

"I'd rather be a fake TV personality, and go to races, cause it's probably one of the coolest jobs in the world."

land of the raging golf cart full-on woodrow.

TR: And Sunday?

Jerry: Sunday? Sunday I get up and I usually have to hit the plane, hit the flight, fly back into Ontario, get back to my house. Open up a barrage of mail, listen to some sick phone messages from some sick people like the ambassador of Waikiki, Matt Kresser, who usually runs a vibrator across his phone much to my chagrin. And then I kind of lounge. It's really kind of hard to go painting. So I ride my dirt bike, 'cause now I have a dirt bike, that I didn't pay for.

TR: One of the almost-final questions is, compared to being a dirt bag in Millis, Massachusetts, and riding NETRA hare scrambles on the weekends, which would you rather do? Now think carefully this is a trick question.

Jerry: If I had it my way I'd rather trowel ten thousand feet of cheap concrete with a bad rusty trowel with no knee pads.

TR: Than?

Jerry: Than going to races and have people go "Oh my god that's that crazy helmet guy!" and they hide their children's eyes. Cower in fear. You know, it's funny. One time some people asked me for my autograph, and I was with my psycho friend Butchie, the shock specialist at Fah-Q Racing. After they got my autograph they asked Butchie for his and when they walked away Butchie turned to me and he said "You know, it's really hard for me to believe that someone else has less of a life than me."

TR: So which would rather do? Would you rather be a famous, semi-famous TV personality or would you rather be a dirt bag car pinstriper?

Jerry: I'd rather be a fake TV personality, and go to races, cause it's probably one of the coolest jobs in the world and I also like calling up the bank and asking Liz Delgado if my automatic deposit made it so I can rebalance my now fluctuating check book.

TR: Where you didn't have one before.

Jerry: Yeah, I didn't even have a check book. As a matter of fact the bank called me. For doing a drive-by shouting at First Interstate in lovely Hesperia on Main St.

TR: OK, What do you say in closing here?

Jerry: In closing, I would like to say to all the people who tried to get me to shut up in high school—I got class clown, they denounced my psychological capabilities to actually function mentally in society. I say Fah-Q to you all. Because whether you love us or hate us the name remains the same and now they're paying me for what everyone tried to suppress all my life.

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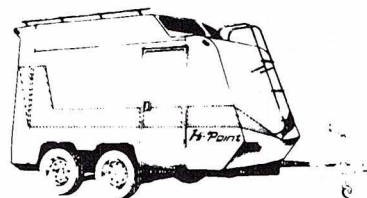
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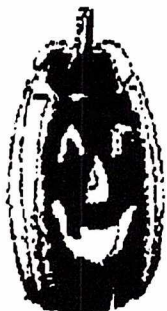


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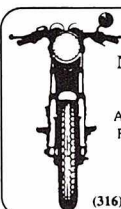
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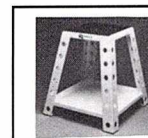
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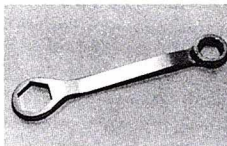
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Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

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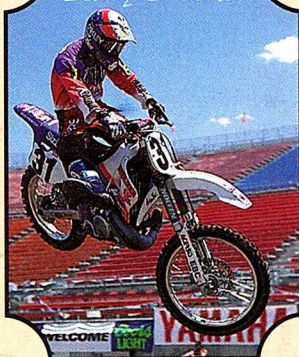


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